

PURPOSE:

To provide the Members a draft of a report explaining the Authority's reasons for making certain modifications to the Authority's proposed 2018 Winter and Spring Operating Schedules so that the Members can issue the report on the proposed schedules in accordance with Section 15A of the Authority's Enabling Act and approve the Authority's operating schedules for the Winter and Spring of 2018.

BACKGROUND:

After the Authority advertised its proposed 2018 Winter and Spring Operating Schedules in May 2017, it received a petition from 61 Falmouth residents on June 8, 2017 asking that the Authority hold a public hearing on the proposed schedules pursuant to Section 15A of the Authority's Enabling Act. The Authority conducted that public hearing on June 20, 2017. Section 15A of the Enabling Act now requires the Authority, after considering the testimony at the public hearing, to issue a report either maintaining its original proposed schedules, or making modifications to them, and explaining their reasons therefor.

RECOMMENDATION:

That the Members issue the Authority's report on the proposed 2018 Winter and Spring Operating Schedules in the form accompanying this staff summary, with whatever revisions they may determine to be appropriate, and that they also approve the Authority's 2018 Winter and Spring Operating Schedules in the form attached hereto that make certain modifications to the original proposed schedules for the reasons explained in their report.

Steven M. Sayers, General Counsel

APPROVED:

Robert B. Davis, General Manager

**2018
Martha's Vineyard**

01/05/2018 - 03/14/2018

	TRIP		LV WH	DUE VH		VESSEL	TRIP		LV VH		DUE WH
Daily						WH/NAN/MAR	6		6:00 AM		6:45 AM
Mon-Fri	5	***	6:00 AM	6:45 AM		IHM/WH					
Daily						IHM/WH	8		7:00 AM		7:45 AM
Mon-Fri	203	%	6:30 AM	7:15 AM	HAZ	KAT	204	%	7:30 AM		8:15 AM
Daily	7		7:00 AM	7:45 AM		WH/NAN/MAR	10		8:15 AM		9:00 AM
Daily	9		8:15 AM	9:00 AM		IHM/WH	12		9:30 AM		10:15 AM
Daily	207		8:35 AM	9:20 AM	HAZ M-F	KAT	208		9:50 AM		10:35 AM
Daily	11		9:30 AM	10:15 AM		WH/NAN/MAR	14		10:45 AM		11:30 AM
Daily	13		10:45 AM	11:30 AM		IHM/WH	16		12:00 PM		12:45 PM
Daily	211		11:05 AM	11:50 AM		KAT	212		12:20 PM		1:05 PM
Daily	15		12:00 PM	12:45 PM		WH/NAN/MAR	18		1:15 PM		2:00 PM
Daily	17		1:15 PM	2:00 PM		IHM/WH	20		2:30 PM		3:15 PM
Daily	215		1:35 PM	2:20 PM	HAZ/Wed	KAT	216		2:50 PM		3:35 PM
Daily	19		2:30 PM	3:15 PM		WH/NAN/MAR	22		3:45 PM		4:30 PM
Daily	21		3:45 PM	4:30 PM		IHM/WH	24		5:00 PM		5:45 PM
Daily	219		4:05 PM	4:50 PM		KAT	220		5:20 PM		6:05 PM
Daily	23		5:00 PM	5:45 PM		WH/NAN/MAR	26		6:15 PM		7:00 PM
Daily	25		6:15 PM	7:00 PM		IHM/WH	28		7:15 PM		8:00 PM
	223	#	6:30 PM	7:15 PM		KAT	224	#	7:30 PM		8:15 PM
Daily	27		7:30 PM	8:15 PM		WH/NAN/MAR					
F,S,S & H						WH/NAN/MAR	30	**	8:30 PM		9:15 PM
Daily	29		8:30 PM	9:15 PM		IHM/WH					
Sun-Thurs						IHM/WH	32	****	9:30 PM		10:15 PM
	227	#	8:45 PM	9:30 PM		KAT	228	#	9:45 PM		10:30 PM
F,S,S & H	31	**	9:45 PM	10:30 PM		WH/NAN/MAR					

M/V Island Home 1/5/18 to 1/10/18

M/V Woods Hole 1/5/18 to 1/10/18

M/V Woods Hole 1/11/18 to 3/14/18

M/V Nantucket 1/11/18 to 3/2/18

M/V Martha's Vineyard 3/3/18 to 3/14/18

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

** Operates Fridays, Saturdays, Sundays & Holidays (01/15 & 02/19)

*** Operates Monday thru Friday

**** Operates Sunday thru Thursday

% Trips 203 and 204 are not scheduled to operate on Saturdays and Sundays, however these trips are available to operate if needed.

Unscheduled freight trips available to operate, if needed.

M/V Woods Hole or
M/V Nantucket or
M/V Martha's Vineyard

Triple crew - Operates Monday thru Thursday from 6:00am to 8:15pm and
Fridays, Saturdays, Sundays and Holidays from 6:00am to 10:30pm.

M/V Island Home or
M/V Woods Hole

Triple crew - Operates Monday thru Thursday from 6:00am to 10:15pm,
Operates Friday from 6:00am to 9:15pm,
Operates Saturday from 7:00am to 9:15pm,
Operates Sunday from 7:00am to 10:15pm.

M/V Katama

Triple crew - Operates Monday thru Friday from 6:30am to 6:05pm.
Operates Saturdays and Sundays from 8:35am to 6:05pm

**2018
Martha's Vineyard**

03/15/2018 - 04/01/2018

	TRIP		LV WH	DUE VH		VESSEL	TRIP		LV VH		DUE WH
Mon-Sat						KAT/WH	200	**	5:30 AM		6:15 AM HAZ/Wed
Daily						MAR	6		6:00 AM		6:45 AM
Daily	5		6:00 AM	6:45 AM		WH/IHM	8		7:00 AM		7:45 AM
Mon-Sat	203	**	6:30 AM	7:15 AM	HAZ/M-Sat	KAT/WH					
Daily						KAT/WH	204		7:30 AM		8:15 AM
Daily	7		7:00 AM	7:45 AM		MAR	10		8:15 AM		9:00 AM
Daily	9		8:15 AM	9:00 AM		WH/IHM	12		9:30 AM		10:15 AM
Daily	207	%	8:35 AM	9:20 AM	HAZ/M-F	KAT/WH	208		9:50 AM		10:35 AM HAZ/M-Sat
Daily	11		9:30 AM	10:15 AM		MAR	14		10:45 AM		11:30 AM
Daily	13		10:45 AM	11:30 AM		WH/IHM	16		12:00 PM		12:45 PM
Daily	211		11:05 AM	11:50 AM		KAT/WH	212	%	12:20 PM		1:05 PM HAZ/M-F
Daily	15		12:00 PM	12:45 PM		MAR	18		1:15 PM		2:00 PM
Daily	17		1:15 PM	2:00 PM		WH/IHM	20		2:30 PM		3:15 PM
Daily	215		1:35 PM	2:20 PM	HAZ/Wed	KAT/WH	216		2:50 PM		3:35 PM
Daily	19		2:30 PM	3:15 PM		MAR	22		3:45 PM		4:30 PM
Daily	21		3:45 PM	4:30 PM		WH/IHM	24		5:00 PM		5:45 PM
Daily	219		4:05 PM	4:50 PM		KAT/WH	220		5:20 PM		6:05 PM
Daily	23		5:00 PM	5:45 PM		MAR	26		6:15 PM		7:00 PM
Daily	25		6:15 PM	7:00 PM		WH/IHM	28		7:15 PM		8:00 PM
Daily	223		6:30 PM	7:15 PM		KAT/WH					
Fri & Sun						KAT/WH	224	***	7:30 PM		8:15 PM
Daily	27		7:30 PM	8:15 PM		MAR	30		8:30 PM		9:15 PM
Daily	29		8:30 PM	9:15 PM		WH/IHM	32		9:30 PM		10:15 PM
Fri & Sun	227	***	8:45 PM	9:30 PM		KAT/WH					
Daily	31		9:45 PM	10:30 PM		MAR					

M/V Woods Hole 3/15/18 to 3/23/18
M/V Katama 3/15/18 to 3/23/18

M/V Island Home 3/24/18 to 4/1/18
M/V Woods Hole 3/24/18 to 4/1/18

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

** Unscheduled freight trips on Sundays are available to operate if needed.

*** Unscheduled freight trips on Mondays thru Thursdays and Saturdays are available to operate if needed.

% Trips 207 and 212 may operate as Hazardous on Mondays thru Fridays, if needed.

M/V Martha's Vineyard Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Woods Hole or
M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Katama or
M/V Woods Hole Triple crew - Operates Monday thru Thursday and Saturdays from 5:30am to 7:15pm,
Fridays from 5:30am to 9:30pm and Sundays from 7:30am to 9:30pm.

**2018
Martha's Vineyard**

04/02/2018 - 05/10/2018

	TRIP		LV WH	DUE VH		VESSEL	TRIP		LV VH		DUE WH
Mon-Sat						WH	200	**	5:30 AM		6:15 AM HAZ/Wed
Daily						MAR	6		6:00 AM		6:45 AM
Daily	5		6:00 AM	6:45 AM		IHM	8		7:00 AM		7:45 AM
Mon-Sat	203	**	6:30 AM	7:15 AM	HAZ/M-Sat	WH					
Daily						WH	204		7:30 AM		8:15 AM
Daily	7		7:00 AM	7:45 AM		MAR	10		8:15 AM		9:00 AM
Daily	9		8:15 AM	9:00 AM		IHM	12		9:30 AM		10:15 AM
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Daily	211		11:05 AM	11:50 AM		WH	212		12:20 PM		1:05 PM
Daily	15		12:00 PM	12:45 PM		MAR	18		1:15 PM		2:00 PM
Daily	17		1:15 PM	2:00 PM		IHM	20		2:30 PM		3:15 PM
Daily	215		1:35 PM	2:20 PM	HAZ/Wed	WH	216		2:50 PM		3:35 PM
Daily	19		2:30 PM	3:15 PM		MAR	22		3:45 PM		4:30 PM
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Daily	219		4:05 PM	4:50 PM		WH	220		5:20 PM		6:05 PM
Daily	23		5:00 PM	5:45 PM		MAR	26		6:15 PM		7:00 PM
Daily	25		6:15 PM	7:00 PM		IHM	28		7:15 PM		8:00 PM
Daily	223		6:30 PM	7:15 PM		WH					
Fri & Sun						WH	224	***	7:30 PM		8:15 PM
Daily	27		7:30 PM	8:15 PM		MAR	30		8:30 PM		9:15 PM
Daily	29		8:30 PM	9:15 PM		IHM	32		9:30 PM		10:15 PM
Fri & Sun	227	***	8:45 PM	9:30 PM		WH					
Daily	31		9:45 PM	10:30 PM		MAR					

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* Operates Fridays, Saturdays, Sundays & Holidays (04/16)

** Unscheduled freight trips on Sundays are available to operate if needed.

*** Unscheduled freight trips on Mondays thru Thursdays and Saturdays are available to operate if needed.

M/V Martha's Vineyard Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole Triple crew - Operates Monday thru Thursday and Saturdays from 5:30am to 7:15pm,
Fridays from 5:30am to 9:30pm and Sundays from 7:30am to 9:30pm.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Report Issued under Section 15A of the Authority's Enabling Act **on the** **Proposed 2018 Winter and Spring Operating Schedules** **of the** **Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

Introduction

Section 15A of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "SSA") requires the SSA to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket and New Bedford all of its proposed schedule changes at least 60 days prior to their effective date. St. 1960, c. 701, §15A. Accordingly, the SSA placed advertisements of its proposed 2018 Winter and Spring Operating Schedules for the period from January 5 through May 10, 2018 in the following newspapers:

- *The Inquirer and Mirror* and *The Martha's Vineyard Times* on May 11, 2017;
- *The Falmouth Enterprise*, the *Standard-Times* and the *Vineyard Gazette* on May 12, 2017; and
- the *Cape Cod Times* on May 13, 2017.

The SSA's Enabling Act also provides that, if the SSA receives a petition within 30 days of those advertisements that is signed by not less than 50 persons who are residents of any of those communities requesting a public hearing on the proposed schedule changes, the SSA is to conduct a public hearing within 14 days of receiving the petition. In addition, the hearing is to take place in the community where the greatest number of petitioners reside. On June 8, 2017, the SSA received a petition with respect to its proposed 2018 Winter and Spring Operating Schedules that was signed by 61 residents of the Town of Falmouth (**Appendix A**). Therefore, the SSA held a public hearing on its proposed schedules at the Falmouth Public Library on June 20, 2017.

The Petitioners’ Objection to the SSA’s Proposed Schedules

In their petition, the 61 Falmouth residents “object to the continued scheduling of freight service from Woods Hole prior to 6:30AM due to the sleep deprivation caused by the noise impact of early morning SSA-related truck traffic on Falmouth and Woods Hole residents.” As advertised, the SSA’s proposed 2018 Winter and Spring Operating Schedules for the Martha’s Vineyard route (**Appendix B**) would include the following trips from Woods Hole prior to 6:30 a.m.:

- During the proposed 2018 Winter Operating Schedule (January 5th through March 14th):
 - 6:00 a.m. *Island Home* (January 5th through January 10th) and *Woods Hole* (January 11th through March 14th)
 - 6:15 a.m. *Katama* (designated as a hazardous cargo trip)
- During the proposed 2018 Early Spring Operating Schedule (March 15th through April 1st):
 - 6:00 a.m. *Woods Hole* (March 15th through March 23rd) and *Island Home* (March 24th through April 1st)
- During the proposed 2018 Spring Operating Schedule (April 2nd through May 10th):
 - 5:30 a.m. *Woods Hole*
 - 6:00 a.m. *Island Home*

The Public Hearing on the Proposed Schedules

All five SSA Members, as well as Port Council members Robert S. C. Munier (Falmouth) and Frank J. Rezendes (Fairhaven) attended the public hearing on the proposed 2018 Winter and Spring Operating Schedules. The SSA’s General Manager Wayne C. Lamson (now retired), Treasurer/Comptroller Robert B. Davis (now General Manager), Treasurer-Elect Gerard J. Murphy (now Treasurer/Comptroller), General Counsel Steven M. Sayers, Operations Manager Mark K. Rozum, Reservations and Customer Relations Manager Gina L. Barboza, and Woods Hole Terminal Manager Kevin R. Smith also attended the hearing. Ninety other people signed in at the hearing, and 24 of them gave testimony that day.

1. Roland Beliveau (224 Woods Hole Road) – Mr. Beliveau stated that he has lived close to the intersection of Woods Hole Road and Quissett Harbor Road since 1950 and that he has to sleep with ear plugs and without the windows open. He also stated that, because the SSA’s first trip from Woods Hole is at 5:30 a.m., the trucks are on the road at 4:00 a.m. and use their Jake brakes at the light. Mr. Beliveau believes that it is only fair to get this

freight to Martha's Vineyard moving from New Bedford and have island residents pay their fair share instead of making Falmouth residents suffer.

2. Jenny Marlowe (14 Cowdry Road) – Ms. Marlowe stated that she lives directly next to the United States Coast Guard base, that trucks are invariably there at 4:00 a.m., and that it is like living next to an active construction zone. Ms. Marlowe also stated that the trucks back up with that incredibly loud beeping noise, directly blocking her house and driveway and idling there for an hour. As a result, she cannot sleep past 4:00 a.m.
3. Judy Stetson (261 Quissett Avenue) – Ms. Stetson stated that she has lived at her home since 1960, and she then read the letter that State Representative Dylan Fernandes wrote to the SSA, dated June 20, 2017, which is included in the written testimony that was submitted regarding the proposed 2018 Winter and Spring Operating Schedules.
4. Joe El-Deiry (General Manager of John Keene Excavation) – Mr. El-Deiry stated that John Keene Excavation uses the SSA every day and even twice a day, and that he feel it is very important to understand how important the SSA is as a lifeline to Martha's Vineyard, not just for the commercial interests but also for the island residents who are trying to build and maintain homes. Mr. El-Deiry stated that, while the ferries operate very early in the morning, it is very important for his trucks to get on and off the island and go to do what they need to do when other businesses are open, and that is what his company relies on to be able to get back and forth when businesses are open. Mr. El-Deiry further stated that eliminating these trips would impact the number of reservations available to get back and forth to those establishments when they are open. In addition, Mr. El-Deiry noted that his company has a few employees who live off island who come on the 6:00 a.m. trip to go to work and he stated that if that trip is eliminated, it would impact those employees' opportunity to earn a living. Thus, Mr. El-Deiry said, it is not just freight trucks that use those early morning boats; people also commute on those boats.
5. Dianne McPherson (520 Woods Hole Road) – Ms. McPherson stated that her home is located where the trucks come around the bend from the golf course, and that her house shakes as the big trucks put on their brakes, and there is the noise as well. She also stated that she has been here for 60 years, that there is a big difference now, and that it is noise pollution for those who live right here who don't really see what they get out of this that they have to have this disruption so early in the day. Ms. McPherson stated that they are not saying to stop it, but rather to stop it this early in the day and to respect some peace and quiet that other human beings need to have.
6. Catherine Bumpus (45 Millfield Street and Co-President of the Woods Hole Community Association) – Ms. Bumpus recounted how, when the 5:30 a.m. freight boat was added in 2012, then Falmouth SSA Member Bob Marshall voiced his concerns about what it may do to the community and there were no advertisement of this change in the schedule. In addition, Ms. Bumpus stated that the 5:30 a.m. freight trips did not appear in any of the SSA's published schedules and, even though it was not until the fall of 2015 that people became aware that this trip had been added, everyone had felt that it seemed the traffic was getting earlier and earlier. Ms. Bumpus also noted that the 5:30 a.m. trip had been the

product of an exchange that had cut out evening trips in order to add the early morning trips. Ms. Bumpus also stated that it is unfortunate that the quality of life of Falmouth residents is suffering for the convenience of Martha's Vineyard residents, and that it puts them in an adversarial situation that no one wants to see. Ms. Bumpus also suggested that, if there is a premium for traveling early in the morning, maybe those trips need to come out of another port instead of making Falmouth residents suffer.

7. Kevin Robinson (27 West Main Street) – Mr. Robinson stated that, since 2010, he has run the Captain's Manor Inn, a bed & breakfast, which is located very close to the big curve next to the gas station at West Main Street's intersection with Locust Street. He also stated that when he first moved in he did not have this traffic problem, but that now he has guests complaining that they are having trouble sleeping. Mr. Robinson stated that one particular truck comes flying down the street every morning at 4:45 a.m. and puts on his Jake brakes, waking Mr. Robinson up, and that his guests are complaining, which they had not done in the past. Mr. Robinson noted that, if his guests don't sleep, he is going to lose customers, and that he felt the other residents on the street need to be considered as well. Mr. Robinson suggested eliminating the two early trips and that the SSA talk to the truck drivers, saying that he knows there is a way to drive trucks without putting the Jake brake on. Furthermore Mr. Robinson stated that the truck drivers are driving too fast, that someone needs to monitor them, and that it was the SSA's responsibility to educate the truck drivers so that they reduce the noise pollution they are creating.
8. Stephen Hoss (President of Cape Cod Express) – Mr. Hoss stated that Cape Cod Express has 24 trucks running each day on Cape Cod and that it run 8 trips each day to Martha's Vineyard beginning 5:30 a.m. through 6:00 p.m. Mr. Hoss also stated that the impact of removing the two early boats would increase traffic during the day on Woods Hole Road because those trips would have to be replaced during another time frame, or added at 10:00 or 11:00 at night. Mr. Hoss stated that the SSA has to run those two trips, as there is traffic going to Martha's Vineyard full every day. While Mr. Hoss said that he appreciates the concern and the heartache, it is a logistical problem for everyone to work out.
9. Brian Von Herzen (Executive Director of the Climate Foundation, 3 Little Harbor Road) – Mr. Von Herzen stated that there had been several problems in the past few weeks. The first is that the truck of the SSA's vendor repeatedly arrives at 4:45 a.m., well before 5:00 a.m. when trucks are allowed to arrive at the terminal, and he stated that the vendor should be more responsive. Mr. Von Herzen also stated that two Sysco trucks arrive in Woods Hole at 4:45 a.m., that only one unloads for the Pie in the Sky even though they both use their backup alarms, and that they both then make a right turn and jump in line in front of the other trucks arriving at 5:00 a.m. Mr. Von Herzen stated that this was a key opportunity, observing that if one lifeline is good, two lifelines are better and that a lifeline has to be built from New Bedford. Mr. Von Herzen also stated that the Climate Foundation has done the analysis and that service from New Bedford could address recycling, the re-use of products, and trash for key communities on Martha's Vineyard, and could also reduce the islanders' costs for recycling. Mr. Von Herzen also noted that freight service from New Bedford could also be used in an integrated way that helps trucks coming from New York. Accordingly, Mr. Von Herzen stated that building a second lifeline would help

both Martha's Vineyard and Falmouth residents, that everyone has to look at the "triple bottom line" which includes financial, environmental and human capital, and that, given that boats can significantly reduce their fuel consumption by reducing their speed, freight service from New Bedford is particularly appropriate for commodities that are not time-sensitive.

10. Katherine Frantz (8 Millfield Street) – Ms. Frantz stated that she is not directly affected by the sound, but she was concerned about the wear and tear on the roads due to the heavy freight traffic. Accordingly, she encouraged the SSA to look at what freight can come from New Bedford, saying that not all of the freight needs to go through Woods Hole and that she was not certain what the benefit is to Falmouth residents.
11. Laurence Noonan (summer resident of New Silver Beach) – Mr. Noonan stated that he has been part of Falmouth for all of his life, and he expressed his deepest apologies for the noise factor of truck traffic in the early morning. But Mr. Noonan noted that it is a real opportunity for hazardous materials ("hazmat") to move through the crowded streets of Woods Hole before the crowds are out there and that, if that early morning opportunity were removed, it would be a little more dangerous to move the hazmat when there is more traffic on the road. Accordingly, Mr. Noonan said, the more hazmat freight that is moved early in the morning, the better it is for everyone involved. Finally, Mr. Noonan said, his company has told its drivers not to use their Jake brakes, and that there is no need for them to go fast.
12. John Roger Augusta (Falmouth Lumber Company) – Mr. Augusta stated that Falmouth Lumber Company uses the SSA as a lifeline, that it needs its trucks going over to the island, and that they have to go. Mr. August stated that it also needs the extra trucking and the early boats. Mr. Augusta also noted that, if boats were to go from New Bedford to Martha's Vineyard, they would have to go through some of the most dangerous passages on the East Coast.
13. Nat Trumbull (11 Church Street) – Mr. Trumbull testified about both the history and the impact of the 5:30 a.m. ferry principally by reading from his written statement which is included in the written testimony that was submitted regarding the proposed 2018 Winter and Spring Operating Schedules
14. Doug Jones (Falmouth Selectman, 399 Quissett Avenue) – Mr. Jones read the letter from the Falmouth Selectmen to the SSA, signed by Chairman Susan L. Moran and dated June 19, 2017, which is included in the written testimony that was submitted regarding the proposed 2018 Winter and Spring Operating Schedules.
15. Kevin Cheney (Kevin Cheney Trucking) – Mr. Cheney stated that he has been going to Martha's Vineyard for 18 years, that the SSA is pretty adamant about informing drivers what they can and cannot do, and that the SSA's employees are very helpful as far as telling people not to do things. Mr. Cheney also noted that a lot of the trucks that go to Martha's Vineyard in the morning are the same trucks, that Sysco trucks from Plymouth, himself (who is also from Plymouth), and Noonan trucks show up every day and do the same

routine. Mr. Cheney noted that they are very well informed and, with respect to other truck drivers who fly down Woods Hole Road, the police should stop them. Mr. Cheney stated that, if the early morning trips were eliminated, the regular freight customers would be punished because of the actions of a small few, and that trucks are a part of their lives. While Mr. Cheney acknowledged that there are a few who cause a problem, he stated that not everyone should be punished. Mr. Cheney also recounted how it had recently taken him three weeks to get a reservation to the island, which he said is not fair to the customers over there, and he noted that taking away those first trips in the morning would hurt everyone involved.

16. Mark Metell (Warren Trask Company) – Mr. Metell stated that it has been increasingly more difficult over the last few years to stage trucks at the Woods Hole terminal because of the lack of space, but that Woods Hole Terminal Manager Kevin Smith does a good job and no one can do more than what the SSA is doing now. Mr. Metell also stated that there are a few drivers who don't obey the rules, but he noted that the SSA cannot police them all. Mr. Metell stated that he hears the concerns of Falmouth residents, but he was also concerned about Noonan's trucks coming down at a later time when the roads are going to be filled with people, kids and school buses. Mr. Metell stated that people have to realize that the 5:30 a.m. boat was put in for a reason, to keep the trucks off the roads at a later time. While Mr. Metell acknowledged that there will always be a couple of bad apples, he stated that they are not the SSA's responsibility, who can only ask truck drivers to drive carefully while they are on the roads. Rather, Mr. Metell said, that is the responsibility of the owners of the freight customers and the police, and he suggested that Falmouth residents ask the police to put a cruiser on the road.
17. Ellen Love Pendleton (18 Locust Street) – Ms. Pendleton stated that she has been visiting Falmouth for 25 years and, since she recently has become a small business owner here, she has to comply with a noise ordinance at a certain time of night. Ms. Pendleton stated that, as a resident, she believes the SSA, like any other business, should comply with those noise ordinances. Ms. Pendleton suggested that the SSA's trips go a little bit later in the morning, when there still aren't that many people riding their bicycles, saying that it is not a big deal for the SSA to start an hour later.
18. Philip Logan – (482 Woods Hole Road) – Mr. Logan stated that the SSA addresses its accounting methods simply by looking at its balance sheet and its financial costs and that it ignores all of the other costs that the people have to bear. Mr. Logan also observed that it is nice that the island residents have the SSA to subsidize their existence, but if they were to pay the true cost of what the SSA's business really represents, including having their freight come out of New Bedford and paying higher prices as a result, they would have a reasonable idea of what living on an island truly costs.
19. Jonathan Goldman – (12 Sidney Street) – Mr. Goldman stated that he has convinced himself that there is a river running by his house early in the morning and that some days the river really runs strong. Mr. Sidney also stated that the noise of the traffic is a drone all day, and that the problem is the impact of the constancy of the noise on people's concentration and their ability to sleep. Mr. Goldman then asked the SSA, if it has the

opportunity to change something for human benefit and to reduce human cost, to err on that side. Mr. Goldman also noted that the SSA has a reputation of being somewhat unapproachable, but he said that it is very important to take those kinds of considerations under account, especially when it is a small thing, only an hour. Mr. Goldman also complained about the speed by which traffic travels down Woods Hole Road, and he asked if there are any possibilities of slowing that traffic down. Mr. Goldman noted that his direct experience of being woken up is extensive and he asked at what cost of the human side of things will there be change. Mr. Goldman observed that New Bedford is prepared to handle the freight traffic and that everyone needs to come together on this issue, saying that this is an opportunity for the SSA to generate goodwill from the communities it affects.

20. Abigail Bumpus (45R Millfield Street) – Ms. Bumpus stated that she grew up being told not to walk along Woods Hole Road because of the big trucks that travel on it, and she recounted how she recently had walked to the top of the street and noticed how much noise there is. Ms. Bumpus also stated that when she sees something like this affecting her community so much, she would ask that the SSA consider the alternatives that seem to make sense logically and from the human factor.
21. Pam Stark (9 Little Harbor Road) – Ms. Stark observed that all of the freight going to Martha's Vineyard goes through Woods Hole, but that during the summer they go to two different ports on the island. Ms. Stark stated that it would be nice if the mainland could also adjust the load a little with two different ports by having New Bedford come on line.
22. Richard Hale (42 Landfall) – Mr. Hale stated that the SSA has to make a decision at some point, either that all of the freight is going to continue go through Woods Hole as traffic grows or that it is going to run a ferry from New Bedford. Mr. Hale stated that he was interested in understanding what at some point the schedule will be in the future. For example, Mr. Hale asked, at some point in the future will the SSA be operating a 4:30 a.m. trip from Woods Hole? Mr. Hale noted that he has been coming here since 1974 and it is astounding how much the traffic has grown. Accordingly, Mr. Hale said, it would be nice if the public knew what the SSA's thinking is.
23. Nan Schanbacher (14 Cowdry Road) – Ms. Schanbacher stated that everyone lives with the SSA and knows that it is necessary for the islanders, but she noted that, since 1965, she has had to deal with people blocking and being in her driveway and that, while she knows those problems are not the SSA's responsibility, they have gotten worse over the years. Ms. Schanbacher stated that Falmouth residents are trying to be reasonable and to work with the SSA to find a reasonably solution that would make everyone happy, observing that it is one thing to say that we are lifeline to Martha's Vineyard, and another thing to say that the schedule has changed for the convenience of the island, when it is not a reasonable solution to force Falmouth residents to be affected by the noise of the trucks. Ms. Schanbacher stated that Falmouth residents are willing to work with the SSA, but that they all feel that their concerns have been handled with contempt and that they have been dismissed because the SSA apparently doesn't care because they are not the people the SSA serves. Ms. Schanbacher also observed that the noise from the United States Coast

Guard base is minimal, and that the Coast Guard even has its lighting set so that it doesn't go on at night unless there is motion.

24. Bruce O'Donnell (Oak Bluffs) – Mr. O'Donnell stated that a lot of freight shippers are concerned about losing these two early morning boats because it would delay freight deliveries by 2 to 3 hours and the later boats are always full of cars. Mr. O'Donnell also asked if the Town of Falmouth is going to regulate all of trucks coming into Falmouth, and that it would not be fair to regulate only those trucks going to the ferries.

Written Testimony Regarding the Proposed Schedules

Although Section 15A of the SSA's Enabling Act requires it only to consider the testimony given at the June 20th public hearing, the SSA decided that, because parties who may be affected by the proposed schedule changes may not be able to attend the public hearing, it should in fairness also consider any written testimony that is submitted regarding the proposed schedule changes. Therefore, in its Notice of Public Hearing, the SSA stated that it would consider such written testimony that is submitted electronically to schedules@steamshipauthority.com or addressed to General Manager Wayne C. Lamson.

Copies of all of the written testimony received by the SSA are included as **Appendix C** to this report and, therefore, they do not need to be (and are not) described herein. The Falmouth Board of Selectmen and State Representative Dylan Fernandes submitted such testimony as public officials. The following individuals also submitted written testimony:

1. Kristin Alexander (38 Hilton Avenue).
2. Nicole Goldman (12 Sidney Street).
3. William Hallstein (36 South Road).
4. Anne Halpin (319 Woods Hole Road).
5. Myla and Jon Kabat-Zinn (46 Buzzards Bay Avenue).
6. Stephen Laster (322 Woods Hole Road).
7. Nan Logan (482 Woods Hole Road).
8. Richard Lovering (338 Woods Hole Road).
9. James W. Mavor (19 Standpipe Hill Road).
10. Trina Novak (19 Standpipe Hill Road).
11. Jonathan M. Polloni (24 Summer Street).
12. David Remsen (19 Glendon Road).
13. Philip L. Richardson (146 Church Street).
14. Nat Trumbull (11 Church Street).
15. Jane Vose (188 Gansett Point).
16. Joan Wickersham (96 Ships Watch).

History of the SSA's Early Morning Trips from Woods Hole

For decades the SSA berthed its two larger passenger/vehicle ferries that routinely provided service on the Martha's Vineyard route, the *Islander* and the *Martha's Vineyard*, overnight at its Vineyard Haven terminal so that they both started their operating day on the island, while the SSA berthed its freight boats that provided service on the route overnight at its Woods Hole terminal so that they started their operating day on the mainland. As a result, until 2007, the SSA routinely operated only one trip from Woods Hole prior to 6:30 a.m., which was a freight trip that left Woods Hole at 6:15 a.m. and was designated as a hazardous cargo trip on Mondays through Fridays throughout the year (as well as on Saturdays during the summer operating schedules).

But when the *Island Home* replaced the *Islander* in 2007, the SSA began routinely berthing that vessel overnight in Woods Hole, which resulted in the *Island Home* making its first daily sailing from Woods Hole at 6:00 a.m., the same time that the *Martha's Vineyard* historically has made (and continues to make) its first daily sailing from Vineyard Haven. This change also resulted in the last trip from Woods Hole to Vineyard Haven being the *Martha's Vineyard's* 9:45 p.m. trip, as there was no longer a 10:30 p.m. *Islander* (or *Island Home*) trip any day of the week. The change was made beginning with the 2007 Summer Operating Schedules (see Minutes of the SSA's September 19, 2006 Meeting; Minutes of the Port Council's October 12, 2006 Meeting; Minutes of the SSA's October 26, 2006 Meeting), and continued with the following 2007 Fall Operating Schedules and 2008 Winter and Spring Operating Schedules so that the *Island Home's* sailing schedules remained consistent during all seasons of the year (see Minutes of the Port Council's June 7, 2007 Meeting; Minutes of the SSA's June 19, 2007 Meeting).

As a result, beginning in 2007 and continuing through the summer of 2011, the SSA operated the following trips from Woods Hole prior to 6:30 a.m.:

- 6:00 a.m. *Island Home* (or *Nantucket*) – Daily during the spring, summer and fall operating schedules, while only on Mondays through Fridays during the winter operating schedules.¹
- 6:15 a.m. *Katama* (or *Gay Head* or *Sankaty*) – Daily during the summer operating schedules (with Monday through Saturday trips designated as hazardous cargo trips), only on Mondays through Saturdays during the spring and fall operating schedules (with Monday through Friday trips designated as hazardous cargo trips), and only on Mondays through Fridays during the winter operating schedules (designated as hazardous cargo trips).

¹ On Friday and Saturday nights during the winter operating schedules, the vessel has berthed overnight at Vineyard Haven so that its first daily sailing on Saturdays and Sundays is at 7:00 a.m. from Vineyard Haven.

During the height of the SSA's 2011 Summer Operating Schedule (June 23 through September 8, 2011), for the first time the SSA also berthed the *Sankaty*, one of the two freight boats providing service on that route that year, at Vineyard Haven instead of Woods Hole.² As a result of this change, the last 10:50 p.m. freight trip from Vineyard Haven (arriving in Woods Hole at 11:35 p.m.) was eliminated, and in its place the SSA added a daily 6:15 a.m. freight trip from Vineyard Haven, which allowed more trucks to leave the island earlier in the morning. (See Minutes of the SSA's September 21, 2010 Meeting.) The SSA's freight customers were thrilled by this decision, and many island residents expressed their support as well because the additional trip opened up more spaces on other trips leaving the island during the morning. (See Minutes of the SSA's October 26, 2010 Meeting.)

Then, in September 2011, the SSA's staff proposed again operating the *Governor* in lieu of the *Sankaty* during the 2012 Summer Operating Schedule and to resume berthing it overnight in Woods Hole instead of Vineyard Haven. The staff also proposed that the *Governor's* first trip from Woods Hole be scheduled for 5:45 a.m. instead of 7:30 a.m., which would eliminate both its previous 10:00 p.m. trip from Woods Hole and its return trip from Vineyard Haven that arrived back at Woods Hole at 11:45 p.m. This would also result in the first freight trip from Vineyard Haven leaving at 6:45 a.m., which would be earlier than the first freight trip that left Vineyard Haven before 2011 (7:15 a.m.), but later than the first freight trip that left during the height of the 2011 Summer Operating Schedule when the *Sankaty* was berthed overnight at Vineyard Haven (6:15 a.m.). (See Minutes of the Port Council's September 7, 2011 Meeting; Minutes of the SSA's September 20, 2011 Meeting.)

Later that month, the SSA tried out the proposed revised schedule for the *Governor* on a trial basis, having its first trip leave Woods Hole at 5:45 a.m. instead of 7:30 a.m. The trip repeatedly left full. However, this change created a problem when the *Governor* returned to Woods Hole at 7:30 a.m. and was still in Slip #2 when the *Island Home* arrived at 7:45 a.m. Specifically, the *Island Home's* Captains expressed concern about the safety of approaching Slip #1 in Woods Hole during foggy mornings with the *Governor* sticking out so far in Slip #2. Therefore, the SSA's staff began considering whether the *Governor's* daily sailing schedule should be changed again to start at 5:30 a.m., which would allow it to depart Vineyard Haven at 6:30 a.m. instead of 6:45 a.m. and then depart Woods Hole on its second round trip at 7:30 a.m. It would also result in the boat departures from Vineyard Haven being more evenly spread out in the early morning, with the *Martha's Vineyard* leaving at 6:00 a.m., the *Governor* leaving at 6:30 a.m. and the *Island Home* leaving at 7:00 a.m.

² The *Sankaty* replaced the *Governor* as one of the two freight boats on the Martha's Vineyard route during the height of the 2011 Summer Operating Schedule. Prior to 2011, the *Governor* berthed overnight at Woods Hole, leaving on its first trip at 7:30 a.m., and arriving after its final trip of the day from Vineyard Haven at 11:45 p.m. Because the *Governor* has no sleeping quarters for its crew, the SSA has to berth the vessel overnight at Woods Hole so that the crew can either go home to sleep overnight or stay in the accommodations the SSA has for them at 228 Palmer Avenue in Falmouth. (See Minutes of the SSA's September 21, 2010 Meeting.)

But then Falmouth Port Council member S. Eric Asendorf expressed concern that the earlier departure from Woods Hole might disturb the SSA's neighbors, and he asked the SSA's staff to be certain to be sensitive to the amount of noise from the SSA's operations at that time in the morning. General Manager Wayne C. Lamson assured Mr. Asendorf that the SSA would be sensitive to that concern, noting for example that the SSA will continue to require that trucks have their engines turned off while waiting to be boarded. Mr. Lamson also observed that, because the *Governor* is a drive-through freight vessel, there should not be any backup alarms that would wake up the neighbors. The Port Council then voted unanimously to recommend that the SSA Members approve the staff's proposed 2012 Summer and Fall Operating Schedules, with the *Governor's* daily operating schedule starting at 5:30 a.m. instead of 5:45 a.m., provided that management remains sensitive to the amount of noise from the SSA's operations in Woods Hole at that time of the morning. (See Minutes of the Port Council's October 4, 2011 Meeting.)

When the proposed 2012 Summer Operating Schedules were presented to the SSA Members for their consideration, then Falmouth SSA Member Robert S. Marshall stated that he had the same concern that had been expressed by Mr. Asendorf, namely, that such an early-morning departure from Woods Hole should only be allowed on the condition that the SSA remain sensitive to the amount of noise from its Woods Hole operations at that time of the morning. In response, Mr. Lamson stated that he agreed with that concern and that the SSA's management would work towards reducing the amount of noise from the SSA's operations as much as possible. Dukes County SSA Member Mark N. Hanover similarly cautioned that there should not be any excessive noise in either Woods Hole or Vineyard Haven, observing that if the SSA's operations begin to cause problems at that time of the morning, the early trips may have to be discontinued. (See Minutes of the SSA's October 18, 2011 Meeting.)³

As a result, the SSA operated the following trips from Woods Hole prior to 6:30 a.m. during 2012:

- 5:30 a.m. *Governor* – Daily during the summer operating schedules.
- 6:00 a.m. *Island Home* (or *Nantucket*) – Daily during the spring, summer and fall operating schedules, while only on Mondays through Fridays during the winter operating schedule.
- 6:15 a.m. *Katama* (or *Sankaty*) – Daily during the summer operating schedules (with Monday through Saturday trips designated as hazardous cargo trips), only on Mondays through Saturdays during the spring and fall operating schedules (with Monday through Friday trips designated as hazardous cargo trips), and only on Mondays through Fridays during the winter operating schedule (designated as hazardous cargo trips).

³ Although in prior years the SSA had placed newspaper advertisements of its proposed schedules in accordance with Section 15A of its Enabling Act, it failed to do so with respect to its proposed 2012 Summer Operating Schedules.

The 5:30 a.m. freight trip worked well during the 2012 Summer Operating Schedule, in that it allowed the SSA to move more trips into the earlier part of the morning when there is the greater demand for service and many freight shippers and island residents want to travel. Therefore, in 2013 the SSA operated that trip during both its Summer and Spring Operating Schedules. (See Minutes of the SSA’s June 19, 2012 Meeting.)⁴ However, during the 2013 Spring Operating Schedule, the freight boats assigned to the Martha’s Vineyard route were the *Sankaty* (April 10th through April 18th) and the *Katama* (April 19th through May 15th) instead of the *Governor*, so trucks had to back up when they were being loaded onto the freight boats during that schedule.

In addition, because the SSA had only one freight boat assigned to the route during the 2013 Spring Operating Schedule, the 5:30 a.m. freight trip during that schedule took the place of the previously scheduled 6:15 a.m. freight trip, which also had been designated as a hazardous cargo trip on Mondays through Fridays. But instead of designating the 5:30 a.m. freight trip as a hazardous cargo trip on Mondays through Fridays, the SSA designated the freight boat’s second daily trip, which left at 7:30 a.m., as its hazardous cargo trip on those days. (See Minutes of the SSA’s July 17, 2012 Meeting.)

As a result, the SSA operated the following trips from Woods Hole prior to 6:30 a.m. during 2013 and 2014:

- 5:30 a.m. *Governor* – Daily during the summer operating schedules.
 Katama (or *Sankaty*) – Only on Mondays through Saturdays during the spring operating schedule.
- 6:00 a.m. *Island Home* (or *Nantucket*) – Daily during the spring, summer and fall operating schedules, while only on Mondays through Fridays during the winter operating schedule.
- 6:15 a.m. *Katama* (or *Sankaty*) – Daily during the summer operating schedules (with Monday through Saturday trips designated as hazardous cargo trips), only on Mondays through Saturdays during the fall operating schedule (with Monday through Friday trips designated as hazardous cargo trips), and only on Mondays through Fridays during the winter operating schedule (designated as hazardous cargo trips).

⁴ Although the SSA placed newspaper advertisements of its proposed 2013 Operating Schedules, those advertisements only included the SSA’s proposed published schedules of its larger passenger/vehicle ferries and did not include any of its proposed freight trip schedules. This was also the case for the SSA’s proposed 2014 and 2015 Operating Schedules. Thus, none of the proposed changes in the schedules of any of the SSA’s freight trips for 2012 through 2015 were advertised.

The SSA planned to operate essentially the same operating schedules during 2015 as it had operated in 2014, but at its October 21, 2014 meeting, Mr. Hanover expressed his concern over the difficulty that Martha's Vineyard residents were having getting vehicle reservations (or traveling standby) to travel off-island after the SSA had begun its 2014 Fall Operating Schedule. Mr. Hanover questioned whether the SSA was providing adequate service, and the SSA Members asked the SSA's staff to look into what measures could be taken to provide more service the following year. Mr. Lamson agreed, although he noted that the SSA's options were limited when it comes to providing more spaces on trips leaving the islands during the mornings, which is when most island residents want to travel. (*See Minutes of the SSA's October 21, 2014 Meeting.*)

At the SSA's November 18, 2014 meeting, Mr. Lamson reported that, in response to concerns that had been raised about the SSA not providing a sufficient level of service for island residents during the late summer and early fall that year, the staff was recommending, among other things, that the SSA operate the *Katama* during the 2015 Fall Operating Schedule with earlier departure times during the day (leaving Vineyard Haven at 6:30 a.m., 8:30 a.m. and 11:00 a.m. instead of the previously approved times of 7:15 a.m., 9:45 a.m. and 12:15 p.m.) to accommodate island residents who wish to travel off-island as early in the day as possible. (*See Minutes of the SSA's November 18, 2014 Meeting.*) In order to provide those earlier trips from Vineyard Haven, the *Katama's* first trip from Woods Hole during the 2015 Fall Operating Schedule was changed from 6:15 a.m. to 5:30 a.m., and that trip was designated as a hazardous cargo trip on Mondays through Fridays.

As a result, the SSA operated the following trips from Woods Hole prior to 6:30 a.m. during 2015:

- 5:30 a.m. *Governor* – Daily during the summer operating schedules.
Katama (or *Sankaty*) – Only on Mondays through Saturdays during the spring and fall operating schedules (with Monday through Friday trips designated as hazardous cargo trips during the fall operating schedule).
- 6:00 a.m. *Island Home* (or *Nantucket*) – Daily during the spring, summer and fall operating schedules, while only on Mondays through Fridays during the winter operating schedule.
- 6:15 a.m. *Katama* (or *Sankaty*) – Daily during the summer operating schedules (with Monday through Saturday trips designated as hazardous cargo trips), and only on Mondays through Fridays during the winter operating schedule (designated as hazardous cargo trips).

Meanwhile, in 2014 the SSA had begun providing additional service during its spring operating schedules by assigning a second freight boat to the Martha's Vineyard route to operate four additional trips on Fridays and Sundays from mid-April through mid-May. But in 2015, the SSA realized that it also needed to provide more service at the end of its winter operating schedules (mid-March through mid-April). (*See Minutes of the SSA's June 16, 2015 Meeting.*) Therefore, in 2016, it began providing the level of service it previously provided during its Spring Operating Schedule (without the second freight boat) in mid-March instead of mid-April, including a 5:30

a.m. freight trip instead of the 6:15 a.m. freight trip, and called that month-long schedule the 2016 Early Spring Operating Schedule.⁵

As a result, the SSA operated the following trips from Woods Hole prior to 6:30 a.m. during 2016:

- 5:30 a.m. *Governor* – Daily during the summer operating schedules (with Saturday trips designated as hazardous cargo trips during the early summer and summer operating schedules).
- Katama* (or *Sankaty*) – Only on Mondays through Saturdays during the early spring, spring and fall operating schedules.
- Woods Hole* – Only on Mondays through Saturdays during the fall operating schedule through December 7, 2016
- 6:00 a.m. *Island Home* (or *Nantucket*) – Daily during the spring, summer and fall operating schedules, while only on Mondays through Fridays during the winter operating schedule.
- 6:15 a.m. *Katama* (or *Sankaty*) – Daily during the late summer operating schedule (with Monday through Saturday trips designated as hazardous cargo trips), daily during the late fall schedule (beginning on December 8, 2016) (with Monday through Friday trips designated as hazardous cargo trips), and only on Mondays through Fridays during the winter operating schedule (designated as hazardous cargo trips).

The SSA essentially has operated those same schedules during the 2017 Winter, Early Spring, Spring and Summer Operating Schedules, except that it has stopped designating the Saturday 5:30 a.m. freight trip during the early summer schedule as a hazardous trip (resulting in no hazardous cargo trips before 6:30 a.m. during the early summer schedule), and it designated the Monday through Saturday 5:30 a.m. freight trips during the height of the summer schedule as hazardous cargo trips. This year the SSA also has eliminated the 5:30 a.m. freight trip from its 2017 Fall Operating Schedule beginning on October 28, 2017, having decided to berth the freight boat overnight at Vineyard Haven during the remaining days of that schedule so that its first trip leaves Vineyard Haven at 5:30 a.m.

⁵ In 2016, the SSA also (i) stopped designating the 5:30 a.m. freight trip during the fall operating schedule as a hazardous cargo trip; (ii) designated the 5:30 a.m. freight trip as a hazardous cargo trip on Saturdays during the early summer and summer schedules; and (iii) changed the time of the second freight boat trip from Woods Hole from 6:15 a.m. to 6:30 a.m. during the early summer and summer operating schedules. The SSA described some, but not all, of these changes in a newspaper legal advertisement it placed in September 2015. The legal advertisement also provided a link to the SSA's website where people could view and download all of SSA's proposed 2016 Operating Schedules (including its proposed freight trips).

As a result, the SSA is operating the following trips from Woods Hole prior to 6:30 a.m. during 2017:

- 5:30 a.m. *Governor* (or *Woods Hole*) – Daily during the summer operating schedules (with Monday through Saturday trips designated as hazardous cargo trips during the height of summer operating schedules) and for the first 12 days of the fall operating schedule (October 16 through 28, 2017).
Woods Hole – Only on Mondays through Saturdays during the early spring and spring operating schedules.
- 6:00 a.m. *Island Home* (or *Nantucket*) – Daily during the spring, summer and fall operating schedules, while only on Mondays through Fridays during the winter operating schedule.
- 6:15 a.m. *Sankaty* (or *Woods Hole* or *Katama*) – Daily during the late summer and late fall operating schedules (with Monday through Saturday trips designated as hazardous cargo trips), and only on Mondays through Fridays during the winter operating schedule (designated as hazardous cargo trips).

The SSA's Efforts to Mitigate Noise from Its Early Morning Operations at the Woods Hole Terminal

During the first year that the SSA operated the 5:30 a.m. freight trip from Woods Hole, it appeared that the concerns expressed by Messrs. Asendorf, Marshall and Hanover about the need for the SSA to remain sensitive to the amount of noise from its Woods Hole operations at that time of the morning were unfounded. For example, in June 2012, when the SSA's management was proposing to operate the 5:30 a.m. trip during the following spring as well as during the summer, Mr. Lamson reported that the SSA had not received any complaints about any noise from its early-morning operations and that management was aware that the SSA could not disturb its neighbors at that time. (See Minutes of Port Council's June 6, 2012 meeting.)

But in September 2013, Mr. Marshall noted that an article had been placed on the agenda for the next Town Meeting in Falmouth to exclude heavy trucks from Woods Hole Road between 9:00 p.m. and 7:00 a.m., and he cautioned that the article may reflect a sentiment on the part of the SSA's neighbors to restrict the SSA's early morning freight operations, as he had heard reports of trucks going down Woods Hole Road at 4:00 in the morning. But Mr. Lamson stated that trucks traveling on the SSA's ferries should not be going down Woods Hole Road as early as 4:00 in the morning, as the first trip is not scheduled until 5:30 a.m. Mr. Lamson also noted that the trucks on that first trip are regular hazardous cargo shippers to the island, so that if they could not travel until 9:00 a.m. it would only result in far more congestion on Woods Hole Road later in the morning when more people are on the road. (See Minutes of the SSA's September 17, 2013 Meeting.)

Then, at the SSA's November 2013 meeting, members of the public complained about the distinct sounds of trucks backing up at the Woods Hole terminal beginning around 4:30 a.m., as well as the noise from trucks down shifting as they approached the terminal. (See Minutes of the

SSA's November 12, 2013 meeting.) Similarly, when the SSA gave a presentation to the Woods Hole community on the progress of its Woods Hole Ferry Terminal Reconstruction Feasibility Study that month, many Woods Hole residents expressed their objections to the truck traffic associated with the SSA's Woods Hole terminal operations, including one resident who complained about how disruptive it was when trucks used their backup alarms at the terminal so early in the morning and who asked the SSA to limit freight traffic so that it begins after 6:00 a.m. instead of at 4:30 a.m.

In response to those complaints, the SSA renewed its efforts to minimize the amount of noise generated by its early morning Woods Hole terminal operations, including staging trucks at the terminal in a manner that avoided the need for them to back up (or use their backup alarms). After those renewed efforts, complaints about early morning noise from the Woods Hole terminal subsided, even though trucks still had to use their backup alarms when backing onto three of the SSA's freight boats (*Katama*, *Sankaty* and *Gay Head*) when they were assigned to provide service on the Martha's Vineyard route.

However, in October 2015, Woods Hole resident Nat Trumbull complained to the SSA that the noise from truck traffic arriving at the Wood Hole terminal in the early morning remained a continuing, if not growing, problem for him as a Woods Hole resident and that the noise problem had become more and more acute as the SSA had continued to add early morning ferries over the prior decade. At the SSA's December 2015 meeting, Mr. Trumbull described to the SSA Members the problems associated with the change in the Woods Hole terminal operations that had taken place four years before. Specifically, Mr. Trumbull stated that the issue was the terminal noise that begins at 4:45 every morning almost to the minute, and the noise is related to the convoy of very large trucks that arrive for the 5:30 a.m. ferry. Mr. Trumbull recounted how the trucks' engines go into forward and reverse while they back into the 5:30 a.m. freight boat, how in some instances the trucks are 64 ft long and weigh almost 80,000 pounds, and how there is all of the backup beeping that is required by law and cannot be turned off. Mr. Trumbull also noted that the truck drivers idle their engines between the time they arrive (4:45 a.m.) and the time the ferry leaves (5:30 a.m.). (See Minutes of the SSA's December 15, 2015 Meeting.)

In response to Mr. Trumbull's complaints, as well as complaints from other Woods Hole residents that the SSA subsequently received, the SSA has redoubled its efforts to reduce early morning noise at the Woods Hole terminal. The list of actions that have been taken include:

- The SSA changed its methods of staging trucks at the terminal during the early morning so they do not have to back up (or use their backup alarms) when being staged before being loaded onto the ferries. As a result, the use of trucks' backup alarms has been eliminated almost entirely.
- The SSA stopped assigning the *Katama*, *Gay Head* or *Sankaty* to operate the 5:30 a.m. freight trip, as all of those boats require trucks to back up, and use their backup alarms, when they are being loaded onto those boats. The SSA now assigns only the *Governor*, *Woods Hole* or another drive-through ferry to run that 5:30 a.m. freight trip, because trucks drive forward onto those boats when they are loaded.
- The SSA delayed the opening of the Woods Hole terminal to 5:00 a.m. and prohibits trucks from entering the terminal before that time.

- The SSA has added a message to its variable message sign on Route 28 advising drivers traveling down the highway between 3:00 a.m. and 5:00 a.m. that no trucks are allowed to enter the Woods Hole terminal prior to 5:00 a.m.
- The SSA has sent five letters to its freight shippers since October 2015 reminding them that their truck drivers are not allowed to idle their engines unnecessarily while they are at the terminal, that they should obey the speed limit as they drive down Woods Hole Road, and that they should not to use their Jake brakes while they are on the road.
- The SSA has put up a total of eight signs at various location around the terminal reminding customers of the Massachusetts “Anti-Idling” Law.
- The SSA began kicking out truckers who repeatedly violate the SSA’s policies and then also began cancelling their reservations when necessary to ensure that the SSA’s regular freight customers adhere to the SSA’s policies, including the prohibition against arriving at the terminal prior to 5:00 a.m.

Accordingly, in September 2016, Mr. Lamson reported that the SSA had eliminated as much of the excessive noise at the terminal as it can. (*See Minutes of the Port Council’s September 7, 2016 Meeting.*)

In February 2016, Woods Hole Community Association Co-President Catherine Bumpus stated that she thought the SSA was doing a great job trying to limit the terminal noise during the morning, but she declared that the problem was not just noise from the terminal. Ms. Bumpus noted that there is noise from the trucks driving down Woods Hole Road early in the morning and that Woods Hole residents don’t like hearing trucks at 4:00 to 4:30 a.m. (*See Minutes of the Port Council’s February 3, 2016 Meeting; Minutes of the SSA’s February 16, 2016 Meeting.*) In 2016, additional Woods Hole residents similarly complained about the noise of trucks going down Woods Hole Road as early as 4:00 in the morning. (*See, e.g., Minutes of the SSA’s January 19, 2016 Meeting, when Woods Hole resident Martha Bridgers also stated that she and her guests at the Woods Hole Passage Bed & Breakfast Inn hear the traffic going down Woods Hole Road for the 5:30 a.m. freight trip as early as 4:00 a.m. and that the noise was the number one complaint she receives; Minutes of the Port Council’s September 7, 2016 Meeting, when Mr. Lamson noted that Woods Hole residents Stephen and Carol Wagner had complained that the 5:30 a.m. freight trip translates to vehicles traveling on Woods Hole Road as early as 4:30 a.m.*)

Then, in January 2017, after the SSA advertised proposed changes to its 2017 Fall Operating Schedule (pursuant to which the SSA was proposing to stop operating the 5:30 a.m. freight trip in 2017 after October 27, 2017), Nat Trumbull stated that the only issue the SSA’s Woods Hole neighbors had with the proposed revisions is the scheduling of a freight trip from Woods Hole at 5:30 a.m. (from October 16 through 27, 2017), which he said he considered to be abusive of the SSA’s host community. In this regard, Mr. Trumbull stated that while the SSA had made some efforts to address the neighbors’ concerns about noise at the Woods Hole terminal, it had not addressed the problem of trucks arriving at the terminal early in the morning. Also in response to the SSA’s advertisement of its proposed schedule changes, 35 Woods Hole residents emailed the SSA complaining about the noise caused by large trucks going down Woods Hole Road as early as 4:00 in the morning to travel on the 5:30 a.m. freight trip.

After receiving the petition from the 61 Falmouth residents requesting a public hearing on the SSA's proposed 2018 Winter and Spring Operating Schedules, several members of the SSA's management staff again personally observed the early morning operations at the Woods Hole terminal to assess those operations and see whether any additional measures could be taken to reduce any associated noise. On June 15, 2017, activity that was observed beginning at 4:14 a.m. through 6:00 a.m. included the following:

- 4:14 a.m. to 4:56 a.m. – Only one truck comes down Woods Hole Road. It is a box truck that continues down Water Street at 4:21 a.m. It goes back up Woods Hole Road at 4:28 a.m.⁶
- 4:56 a.m. – A Sid Wainer & Son delivery truck comes down Woods Hole Road, continues down Water Street, turns left on Luscombe Avenue, and then drives up Railroad Avenue where it parks with its engine running. At 4:58 a.m., when another Sid Wainer delivery truck is coming down Woods Hole Road, it leaves the parking space and turns right to cross the Crane Street bridge ahead of the other Sid Wainer truck to check in at the terminal.
- 4:58 a.m. to 5:08 a.m. – Eighteen trucks arrive at the terminal over the course of ten minutes (2 Sid Wainers, Plumber Supply, Howland Disposal, Cape Cod Winwater, Reliable Market, Noonan, Carroll's, Core-Mark, 2 Bruno's, Enterprise Truck Rental, Cape Cod Express, Noonan, Gordon Food Service, Coastal Rental, U.S. Food, and Cape & Island Glass), not including the truck of the SSA's food concessionaire that arrived at 5:04 a.m.
- 5:10 a.m. – Trucks begin being loaded onto the *Governor*.
- 5:19 a.m. – The first bicyclists are seen on the Bike Path.
- 5:20 a.m. – A Cumberland Farm truck and two Fed Ex trucks arrive.
- 5:21 a.m. – A Cavossa trash truck leaves from Woods Hole village, going up Woods Hole Road.
- 5:22 a.m. – The Cape Cod Express truck, following by the Cumberland Farms truck, goes up Railroad Avenue and then turns right to go back to the terminal, parking on the side of Cowdry Road by the SSA employees parking lot and freight shed.
- 5:22 a.m. – Cape Cod Linen truck arrives.
- 5:24 a.m. – The two Fed Ex trucks back up to stage in front of the freight shed without using their backup alarms.
- 5:24 a.m. – The first SSA shuttle bus arrives from Palmer Avenue. It returns back to Palmer Avenue by going up Railroad Avenue at 5:27 a.m.
- 5:25 a.m. – A Penske truck arrives.
- 5:27 a.m. – A Fed Ex truck arrives.
- 5:30 a.m. – Another Fed Ex truck arrives.

⁶ In this timeline of those observations, the term “truck” refers only to box trucks and other larger trucks that were driving that morning. Observations of cars, pickup trucks or vans driving in the area generally were not documented.

- 5:33 a.m. – Trucks begin being loaded on the *Island Home*.
- 5:41 a.m. – A backup alarm is heard from the direction of Woods Hole village (not from the terminal).
- 5:52 a.m. – The Plumber Supply truck (that arrived at 4:59 a.m.), Cape Cod Winwater truck (that arrived at 5:00 a.m.), and Enterprise Truck Rental truck (that arrived at 5:03 a.m.) are still in the staging lane and were not loaded onto either the 5:30 a.m. trip or the 6:00 a.m. trip.
- 5:55 a.m. – The first backup alarm is briefly heard from the terminal, when a Fed Ex truck backs up with its alarm on to be staged by the smaller Fed Ex trucks. At 6:06 a.m., the only other backup alarm is heard when a box truck backs up to position itself in one of the staging lanes.
- 5:55 a.m. – A Stop & Shop truck arrives. At 6:06 a.m., it goes up Railroad Avenue and then turns right to go back to the terminal, parking on the side of Cowdry Road by the SSA employees parking lot and freight shed.

Throughout that time, observations were also made of all of the trucks winding their way through the terminal property after their arrivals to be staged before being boarded onto the 5:30 a.m., 6:00 a.m. and later trips. In addition, no trucks were heard idling their engines after they were placed into their staging positions. However, it was observed that the arrival of 18 trucks within the space of ten minutes from 4:58 a.m. to 5:08 a.m. (three of which were not even loaded onto the 5:30 a.m. or 6:00 a.m. trips) created a greater amount of noise as they came down Woods Hole Road than the more spread-out arrivals of the other trucks that morning, as well as a backup of trucks on Cowdry Road as they waited to be checked into the terminal. In addition, having so many trucks at the terminal made it more difficult to stage them for boarding, requiring three large trucks to circle back up Railroad Avenue and reenter the terminal, presumably to avoid having to back up (and use their backup alarms).

Therefore, on Monday, July 10, 2017, the SSA began prohibiting any standby trucks from arriving at the Woods Hole terminal until 6:30 a.m., and also established the following new procedures for all other trucks arriving at the terminal:

- Only trucks with reservations for the 5:30 a.m. trip are allowed to show up at the terminal beginning at 5:00 a.m.
- Trucks with reservations for the 6:00 a.m. trip are not be allowed to show up at the terminal until 5:15 a.m.
- Trucks with reservations for the 6:30 a.m. trip are not be allowed to show up at the terminal until 5:45 a.m.
- Trucks with reservations for the 7:00 a.m. trip are not be allowed to show up until 6:00 a.m.
- And all other trucks, including standby trucks, are not be allowed to show up at the terminal until 6:30 a.m.

On July 18, 2017, the early morning Woods Hole terminal operations were observed again, beginning at 4:20 a.m.⁷ The activity observed included the following:

- 4:48 a.m. – The first box truck comes down Woods Hole Road. It is a Pain D’Avignon truck and goes down Water Street. It leaves the village and goes back up Woods Hole Road at 4:51 a.m.
- 4:53 a.m. – A van of the SSA’s food concessionaire arrives and parks between Slips 1 & 2.
- 4:55 a.m. – A box truck of the SSA’s food concessionaire arrives and also parks between Slips 1 & 2.
- 4:57 a.m. – A Safety-Kleen truck arrives, is staged between the slips, and turns off its engine.
- 4:59 a.m. – An unmarked box truck comes down Woods Hole Road and goes down Water Street.
- 5:00 a.m. – Two Sid Wainer trucks arrive and are staged between Slips 1 & 2.
- 5:03 a.m. – Four trucks arrive (Noonan, Dole & Bailey, U.S. Food and Howland Disposal).
- 5:06 a.m. – Four trucks arrive (Macera & Martini, Bruno’s, U.S. Food and Sysco).
- 5:07 a.m. – Another Sysco truck drives up Railroad Avenue and, when parking across from Pie in the Sky, uses its backup alarm. It turns off its engine and appears to be making deliveries to Pie in the Sky.
- 5:08 a.m. – A Noonan truck arrives.
- 5:09 a.m. – Another Bruno’s truck arrives.
- 5:13 a.m. – Trucks begin being loaded onto the *Governor*.
- 5:14 a.m. – The Sysco truck on Railroad Avenue starts its engine, goes up Railroad Avenue and then turns right across the Crane Street bridge to check into the terminal.
- 5:15 a.m. – Two trucks arrive (All American Foods, U.S. Foods) as well as a Tropicana van. The unmarked box truck that went into Woods Hole village at 4:59 a.m. comes up Railroad Avenue and turns right to go across the Crane Street bridge and check in at the terminal.
- 5:17 a.m. – A Sysco truck arrives.
- 5:19 a.m. – Two Gordon Food Service trucks arrive.
- 5:21 a.m. – First bicyclist is observed on the Bike Path.
- 5:23 a.m. – A Core-Mark truck arrives.

⁷ At 4:05 a.m. that morning, a box delivery truck coming from the direction of Woods Hole drove by the entrance of the Woods Hole Oceanographic Institution’s Quissett campus going in the direction of Falmouth Center. According to the SSA’s security employee, the truck routinely delivers bread to Jimmy’s on Luscombe Avenue around 4:00 a.m.

- 5:24 a.m. - The first SSA shuttle bus arrives from Palmer Avenue. It returns back to Palmer Avenue by going up Railroad Avenue at 5:29 a.m.
- 5:25 a.m. – A Crane Appliance truck arrives.
- 5:29 a.m. – A Noonan truck and a Winsupply truck arrive.
- 5:31 a.m. – A Cape Cod Express truck and a Cape Cod Insulation truck arrive. At 5:32 a.m., the Cape Cod Express truck backs up on the side of Cowdry Road by the SSA employees parking lot and freight shed without using its backup alarm.
- 5:46 a.m. – A Cape Cod Commercial Linen Service truck arrives.
- 5:47 a.m. – The first jogger is observed on the Bike Path.
- 5:47 a.m. – A Boar’s Head Provision truck arrives.
- 5:48 a.m. – A car in a staging lane honks its horn when the car in front of it doesn’t move to be loaded onto the *Island Home*.
- 5:50 a.m. – A Penske truck and a Stop & Shop truck arrive. At 6:00 a.m., the Penske truck backs up without a backup alarm. At 6:01 a.m., the Stop & Shop backs up with its backup alarm on.
- 6:00 a.m. – A Cape Cod Express truck arrives.

Once again, throughout that time, all of the trucks wound their way through the terminal property after their arrivals to be staged before being boarded onto the 5:30 a.m., 6:00 a.m. and later trips, and no trucks were heard idling their engines after they were placed into their staging positions. Fewer trucks arrived at the terminal prior to 5:15 a.m. than on June 15, 2017 (14 compared to 18). At the time, it was unclear whether all 14 trucks that arrived prior to 5:15 a.m. were transported on the 5:30 a.m. freight trip, but it seemed unlikely that the *Governor* carried that many trucks on that trip. Rather, it seemed more likely that some freight shippers had arrived earlier than they were supposed to under the new procedures which had just been established the week before.⁸ In addition, one truck driver that had a reservation for the 6:30 a.m. trip was confused about the time that he was allowed to arrive at the terminal. He thought he could arrive at 5:30 a.m. when, under the new procedures, he was not supposed to be there before 5:45 a.m.

⁸ It was later confirmed that the *Governor* had carried 12 trucks on its 5:30 a.m. trip that day. The two trucks that had arrived at the terminal prior to 5:15 a.m. without reservations for that trip were one of the two U.S. Food trucks that had arrived at 5:03 a.m. and 5:06 a.m. and the Sysco truck that had arrived at 5:06 a.m. The driver of each of those trucks was warned that, if he arrived prior to his allowed time again, his reservation that day would not be honored. In addition, the driver of the unmarked van that arrived in Woods Hole at 4:59 a.m. and waited until 5:15 a.m. to check in at the terminal (for a 6:00 a.m. reservation) was warned that if he was observed waiting in Woods Hole again prior to his allowed time for arriving at the terminal, his reservation similarly would not be honored that day.

Discussion

- A. **The SSA's proposed 2018 Spring Operating Schedule should be modified by berthing the *Woods Hole* overnight at Vineyard Haven instead of Woods Hole so that its first trip from Vineyard Haven is at 5:30 a.m. and its first trip from Woods Hole is at 6:30 a.m.**

Although the petition submitted by the 61 Falmouth residents objected to the continued scheduling of any freight service from Woods Hole prior to 6:30 a.m., the Falmouth residents who gave testimony, both orally and in writing, most strongly objected to the operation of the SSA's 5:30 a.m. freight trip, either explicitly (*see, e.g.*, oral testimony of Roland Beliveau, Catherine Bumpus; written testimony of Kristin Alexander, Nicole Goldman, William Hallstein, Anne Halpin, Stephen Laster, Richard Lovering, Nat Trumbull and Jane Vose) or by testifying how the noise has worsened over the past few years (*see, e.g.*, oral testimony of Dianne McPherson, Kevin Robinson; written testimony of Myla and Jon Kabat-Zinn). As previously discussed, beginning in 2012, the SSA has operated the 5:30 a.m. freight trip for two principal reasons:

1. Particularly during the summer, when the SSA provides service on the Martha's Vineyard route with two freight boats instead of just one (as well as with two larger passenger/vehicle ferries), to allow freight shippers from the mainland to make their deliveries on Martha's Vineyard earlier in the day. This was initially accomplished during the height of the 2012 Summer Operating Schedule by moving the *Governor's* scheduled first trip of the day from 7:30 a.m. to 5:30 a.m., while continuing to have the other freight boat's first trip leave at 6:15 a.m. (and then moving that trip to 6:30 a.m. in 2016).
2. During the spring and fall, to allow Martha's Vineyard residents to travel off-island earlier in the day so that they can accomplish the purposes for which they are traveling (*e.g.*, medical and other appointments, shopping) and return home the same day.

When the SSA began operating the 5:30 a.m. freight trip, it had never routinely berthed any of its freight boats overnight on Martha's Vineyard. But in 2016, the SSA berthed the *Woods Hole* overnight at Vineyard Haven during the early summer and summer operating schedules, and scheduled that vessel's first trip to leave Vineyard Haven at 5:30 a.m. This resulted in more vehicle spaces becoming available for island residents not only on that new 5:30 a.m. trip, but also on other early morning off-island trips due to trucks electing to travel at 5:30 a.m. instead of at 6:00 a.m., 6:30 a.m. or 7:00 a.m.

Based upon that experience, last year the SSA concluded that it was not necessary to schedule the 5:30 a.m. freight trip from Woods Hole during the 2017 Fall Operating Schedule to provide more off-island trips for Martha's Vineyard residents. Rather, the SSA decided that it could provide an additional early morning off-island trip during the 2017 Fall Operating Schedule by berthing the freight boat (which will be the *Katama* during that schedule) overnight at Vineyard Haven (through December 5, 2017) as it has done during the early summer and summer operating schedules.

Similarly, the SSA believes that, in order to provide more off-island trips for Martha’s Vineyard residents during the 2018 Spring Operating Schedule, it would be more appropriate, given the objections of Falmouth residents to the noise generated by the SSA’s early morning freight service, to schedule the freight boat assigned to the Martha’s Vineyard route during this schedule (the *Woods Hole*) so that it berths overnight at Vineyard Haven instead of Woods Hole and has its first trip leave Vineyard Haven at 5:30 a.m., which will result in its first trip from Woods Hole being at 6:30 a.m. instead of 5:30 a.m.

B. The SSA should continue to operate the 6:00 a.m. trip from Woods Hole with the *Island Home* (or the *Woods Hole*) as set forth in its proposed 2018 Winter, Early Spring and Spring Operating Schedules.

Since the SSA began operating the 6:00 a.m. trip from the Woods Hole with the *Island Home* in 2007, the trip has provided essential transportation for a substantial number of mainland residents who commute to work on Martha’s Vineyard. The average numbers of commuters who commute daily (those using 46-ride commuter books which are only valid for a specific calendar month) and less-frequent commuters (those using 10-ride commuter books) carried on the 6:00 a.m. trip during each business day (non-holiday Mondays through Fridays) for the most recent twelve months that passenger traffic statistics are available are as follows:

<u>Month</u>	<u>46-Ride Commuters</u>	<u>10-Ride Commuters</u>	<u>Total Passengers</u>
Jun 2016	65	58	188
Jul 2016	57	43	171
Aug 2016	48	40	148
Sep 2016	52	31	132
Oct 2016	51	33	122
Nov 2016	50	24	106
Dec 2016	49	28	110
Jan 2017	60	36	126
Feb 2017	54	36	115
Mar 2017	54	33	116
Apr 2017	55	36	127
May 2017	69	44	173

Based upon a survey of passengers who took the *Island Home*’s 6:00 a.m. trip on July 19, 2017, many of those regular commuters would be significantly and adversely affected if this trip were rescheduled to leave later than 6:00 a.m. A representative sample of their comments includes the following:

1. “Need to be to work by 7:00AM” and “would be late for work” if the 6:00 a.m. trip were rescheduled to leave later.
2. “Work starts at 6:45 on MV.”

3. Rescheduling the 6:00 a.m. trip would make him late for work. “I was taking the 5:30 a.m. freighter to get to work on time. The 5:30 is a ‘must’ trip.”
4. He starts work at 7:00 a.m. If the 6:00 a.m. trip were rescheduled to leave later, he would “lose money and probably have to get a night job to compensate the loss of 1.5 hours overtime.”
5. “I start work at 7:00.” Rescheduling the 6:00 a.m. trip to leave later “would not work for me.” “Please do NOT change the time of this boat.”
6. He feels that rescheduling the 6:00 a.m. trip to leave later “would greatly affect a lot of people who like me travel to the island for work. Between driving and buses and boats my travel accumulates to 6 hours a day. That is 3 hours to 8 hours on island, then 3 hours to get home. For me, I usually get home around 6:30 PM. A later start would put me home later, which means less time with the family.”
7. He takes the 6:00 a.m. trip instead of a later trip because “restaurants need food products early” and, if the trip were rescheduled to leave later, there would be “unhappy customers on the island waiting for their deliveries.”
8. “Need to be at work at 7:00 AM.”
9. He would be late for work if the 6:00 a.m. trip were rescheduled to leave later and “people depend on me.”
10. He works at Martha’s Vineyard Hospital and rides the 6:00 a.m. to attend various meetings earlier in the day. He would prefer a 5:30 a.m. trip or a trip “as early as possible as it is the most productive part of the day.”
11. She works at the high school and starts work at 7:20 a.m. every day. “During the school year, kids get to the school at 7:00 for breakfast.” “There are a number of teachers that commute during the school year that also need to take the 6:00 boat. We take the 5:30 freight boat when we can.”
12. He takes the 6:00 a.m. trip “to get a full work day in then get back to be with my kids before bed time.” “For three years I have taken the 5:30. This year it switched to haz-mat and now I can’t ride it any longer. It takes time and money from my family. Please allow us to ride that boat again!!!!”
13. “My livelihood depends on my ability to work an entire 10 hr. day. The earlier I get to M.V. the better!!”
14. He takes the 6:00 a.m. trip “so I don’t have to work so late to get a full day pay.” If the 6:00 a.m. trip were rescheduled to leave later, “I would lose money and time with my family.”

15. “Operations need to start at 7:00.” If the 6:00 a.m. trip were rescheduled to leave later, “it would be disruptive to normal work operations.” “Also, traveling from home at an earlier time makes for an easier commuter to Woods Hole – less traffic!”
16. If the 6:00 a.m. trip were rescheduled to leave later, “I will be late and lose my job!”
17. Work starts at 7:00 a.m. and “would be late to work “if the 6:00 a.m. trip were rescheduled to leave later.
18. “I need to be to work by 7:00.” “My day at work would be easier if the 6:00 a.m. trip moved to 5:30 a.m.”
19. “I have been commuting daily for the past four years at 6:00 a.m. The earlier I get to the Vineyard the better.”
20. His “work day starts at 7:00 a.m.” and, if he did not take the 6:00 a.m. trip, he “would not be to work on time/possible loss of job.” He “used to take the 5:30 a.m. freight boat every day. However, it is hazardous now. There are a lot of commuters upset about this.”
21. Rescheduling the 6:00 a.m. to a later time “will really put a burden on all of us workers and M.V. employers.” “6:00 a.m. trip still isn’t early enough!!” “People make a living and getting to work on time and early matters!”
22. If the 6:00 a.m. trip were rescheduled to leave later, he “couldn’t start work when necessary.”
23. If the 6:00 a.m. trip rescheduled to leave later, “I’d be late for work / lose my job.”
24. Rescheduling the 6:00 a.m. trip “would make me late for work.” “I was taking the 5:30 a.m. freight boat which put me at work on time. I really need it back!!”
25. He starts work at 7:30 a.m. If the 6:00 a.m. trip were rescheduled to leave later, he would have “no work.”

In addition to carrying a large number of daily commuters to the island, the 6:00 a.m. trip from Woods Hole carries trucks of varying sizes by which goods are shipped to Martha’s Vineyard. A large number of contractors from Falmouth and other mainland communities also travel on the 6:00 a.m. trip with their commercial vans and box trucks. The 6:00 a.m. trip from Woods Hole typically arrives at Vineyard Haven at 6:45 a.m., providing its passengers with just a sufficient amount of time to report to work or deliver goods on the island when it is customary for businesses and institutions to begin their operating day. It also gives them a greater opportunity to return to the mainland later in the day within generally recognized business hours. Rescheduling this trip to leave later in the morning would not only delay the delivery of goods on the island, but also require contractors who travel from the mainland with their commercial vans or trucks to start work on the island later in the day. In turn, the freight drivers and contractors would not be able to return to the mainland until later in the day, leaving them less time to spend with their families.

In addition, because the 6:00 a.m. trip from Woods Hole is not designated as a “hazardous cargo” trip, it does not carry any of the large gasoline or propane tanker trucks that are carried on “hazardous cargo” trips. The average numbers of cars and trucks that are carried on the 6:00 a.m. trip during each business day (non-holiday Mondays through Fridays) for the most recent twelve months that vehicle traffic statistics are available are as follows:

<u>Month</u>	<u>Cars</u>	<u>1-space Trucks</u>	<u>2-space Trucks</u>	<u>3-space Trucks</u>	<u>4-space Trucks</u>	<u>5-space Trucks</u>
Jun 2016	14.3	8.3	5.4	2.0	2.1	0.5
Jul 2016	14.5	6.4	5.4	2.5	2.2	0.0
Aug 2016	13.3	4.3	5.4	2.0	2.2	0.0
Sep 2016	10.3	6.2	5.9	2.3	1.9	0.0
Oct 2016	8.1	5.7	4.4	1.4	1.1	0.3
Nov 2016	5.8	5.2	3.8	1.2	1.0	0.5
Dec 2016	6.0	6.7	4.1	2.7	1.2	0.3
Jan 2017	4.6	5.0	4.1	3.0	1.8	0.4
Feb 2017	3.7	4.4	3.9	2.3	1.6	0.2
Mar 2017	4.4	5.2	3.5	1.3	1.5	0.3
Apr 2017	5.2	5.4	3.6	0.9	1.8	0.5
May 2017	11.8	9.7	5.9	2.3	1.5	0.2

By contrast, the SSA carries more than twice the number of larger trucks (i.e., 4-space trucks) on its first daily hazardous cargo trip from Woods Hole than it carries on its 6:00 a.m. trip. According to the vehicle traffic statistics for the most recent twelve months that are available, the average numbers of cars and trucks carried on the first designated “hazardous cargo” trip from Woods Hole during each business day (non-holiday Mondays through Fridays) were as follows:

<u>Month</u>	<u>Cars</u>	<u>1-space Trucks</u>	<u>2-space Trucks</u>	<u>3-space Trucks</u>	<u>4-space Trucks</u>	<u>5-space Trucks</u>
Jun 2016	0.1	0.5	2.7	1.5	5.7	0.3
Jul 2016	0.0	0.4	2.7	1.0	6.5	0.2
Aug 2016	0.0	0.2	2.4	1.1	6.6	0.2
Sep 2016	0.1	0.2	1.4	0.9	5.4	0.2
Oct 2016	0.8	1.0	2.5	1.2	5.6	0.3
Nov 2016	0.2	0.7	3.5	0.7	5.7	0.4
Dec 2016	0.0	0.2	1.7	0.8	6.4	0.4
Jan 2017	0.0	0.1	0.7	0.4	5.9	0.6
Feb 2017	0.0	0.2	1.3	1.1	6.0	0.3
Mar 2017	0.1	0.1	2.1	0.8	7.3	0.1
Apr 2017	0.1	0.8	3.8	0.7	6.8	0.1
May 2017	0.1	1.8	4.8	1.1	6.2	0.3

Thus, the noise impact of the 6:00 a.m. trip from Woods Hole should be less than the noise impact of a “hazardous cargo” trip that typically carries more than twice the number of the larger 4-space trucks. For all of these reasons, the SSA believes that, even without considering how traffic congestion later in the day might make it more difficult for people to travel then, the scheduling of a 6:00 a.m. trip from Woods Hole for passengers, cars and commercial trucks is appropriate and necessary to provide adequate transportation not only for the island, but also for people and businesses on the mainland who work on the island and deliver goods there.

C. The SSA’s proposed 2018 Winter and Spring Operating Schedules should be modified so that the first freight trip from Woods Hole is at 6:30 a.m. and is designated as a hazardous cargo trip.

For years, the SSA has scheduled its first freight trip to Martha’s Vineyard to leave Woods Hole at 6:15 a.m., and it continued to do so even after it began berthing the *Island Home* overnight in Woods Hole and scheduled that vessel to leave on its first daily trip from Woods Hole at 6:00 a.m. The SSA also has traditionally designated that freight trip from Woods Hole as a “hazardous cargo” trip to require tanker trucks carrying gasoline, propane and other hazardous materials to Martha’s Vineyard arrive in Woods Hole when there is less traffic on the roads and fewer pedestrians around. The SSA believes that requiring hazardous cargo trucks to travel earlier in the morning reduces the risk of an accident involving those trucks and, correspondingly, reduces the risk of personal injuries and damage to the environment that could result from an accident.

Nevertheless, there have been exceptions to this general rule:

- Beginning in 2013 with respect to the Spring Operating Schedules (including the Early Spring Operating Schedules), and during the 2016 Fall Operating Schedule (through December 7, 2016), the second daily freight trip from Woods Hole that left at 7:30 a.m. was designated as the day’s first “hazardous cargo” trip even though the first freight trip from Woods Hole left at 5:30 a.m.
- During the 2016 Early Summer and Summer Operating Schedules, the 6:15 a.m. “hazardous cargo” freight trip was moved from 6:15 a.m. to 6:30 a.m. (Mondays through Fridays), and the 5:30 a.m. freight trip was designated as a “hazardous cargo” trip on Saturdays.
- During the height of the 2017 Summer Operating Schedules (June 15 through September 6, 2017), the 5:30 a.m. freight trip has been designated as a “hazardous cargo” trip instead of the 6:30 a.m. freight trip (which was moved from 6:15 a.m.).
- During the 2017 Fall Operating Schedule (through December 5, 2017), the 6:15 a.m. “hazardous cargo” freight trip has been moved from 6:15 a.m. to 6:30 a.m.

As set forth in the SSA’s proposed 2018 Winter and Spring Operating Schedules, the first “hazardous cargo” trip from Woods Hole during the winter schedule would leave at 6:15 a.m., and then, during the early spring schedule, it would leave at 6:30 a.m., and then, during the spring schedule (when a 5:30 a.m. freight trip was also proposed), it would leave at 7:30 a.m. Having now reconsidered this issue, the SSA believes that it would be appropriate to schedule the first freight trip from Woods Hole during all three schedules to leave at 6:30 a.m. (instead of its

traditional 6:15 a.m. departure time) and to designate that trip as a “hazardous cargo” trip. (Note that, under these modified schedules, there would be no 5:30 a.m. freight trip or 7:30 a.m. freight trip from Woods Hole during the 2018 Spring Operating Schedule.) This will result in the boat departures from Woods Hole being more evenly spread out in the early morning, with the *Island Home* (or *Woods Hole*) leaving at 6:00 a.m., the *Katama* (or *Woods Hole*) leaving at 6:30 a.m. and the *Martha’s Vineyard* (or *Nantucket* or *Woods Hole*) leaving at 7:00 a.m., while still requiring “hazardous cargo” trucks going to Martha’s Vineyard to arrive at Woods Hole early in the morning when there is less traffic on the roads and fewer pedestrians around. This is also consistent with the petitioners’ request that the SSA not schedule freight service from Woods Hole prior to 6:30 a.m.

D. The SSA’s modified 2018 Winter, Early Spring and Spring Operating Schedules for the Martha’s Vineyard route are set forth in Appendix D to this report.

The SSA’s modified 2018 Winter, Early Spring and Spring Operating Schedules for the Martha’s Vineyard route, which incorporate all of the modifications described in the preceding Sections A, B and C of this report for the reasons explained therein, are set forth in **Appendix D**. The modified schedules have been highlighted where they differ from the SSA’s originally proposed schedules, which are as follows:

- 2018 Winter Operating Schedule (January 5 through March 14, 2018):
 1. The departure and arrival times for the first freight trip have been changed from 6:15 a.m. and 7:00 a.m., respectively, to 6:30 a.m. and 7:15 a.m., respectively, and the trip numbers for all of the freight trips have been corrected to reflect their respective ports and times of departure.
 2. A “ % ” symbol has been inserted for Trip 202, clarifying that, as stated in the schedule, it is not scheduled to operate on Saturdays and Sundays, but is available to operate if needed.
- 2018 Early Spring Operating Schedule (March 15 through April 1, 2018):
 1. A “ ** ” symbol has been inserted for Trips 200 and 203 to show that those trips are not scheduled to operate on Sundays, but are available to operate if needed.
 2. A “ % ” symbol, as well as a “HAZ/M-F” notation, has been inserted for Trips 207 and 212 to show that those trips may operate as hazardous cargo trips on Mondays through Fridays, as needed. This change has been made in response to comments from the public after the original proposed schedules were advertised.
 3. Trips 27 and 31 are now scheduled to operate daily instead of only Fridays, Saturdays and Sundays. This change has been made to correct an oversight in the original proposed schedules.

- 2018 Spring Operating Schedule (April 2 through May 10, 2018):
 1. The departure and arrival times for all of the *Woods Hole's* trips (Trips 200, 203, 204, 207, 208, 211, 212, 215, 216, 219, 220, 223, 224 and 227) have been changed to reflect that the vessel's first daily trip will leave at 5:30 a.m. from Vineyard Haven instead of from Woods Hole.
 2. Trip 199 (the *Woods Hole's* 5:30 a.m. trip from Woods Hole on Mondays through Saturdays) has been removed from the schedule.
 3. Trip 227 (the *Woods Hole's* 8:45 p.m. trip from Woods Hole on Fridays and Sundays) has been added to the schedule.
 4. Trip 203 is now scheduled to operate only Mondays through Saturdays, instead of daily.
 5. A “ ** ” symbol has been inserted for Trips 200 and 203 to show that those trips are not scheduled to operate on Sundays, but are available to operate if needed.
 6. Trip 223 is now scheduled to operate daily instead of only Fridays and Sundays.
- All 3 Operating Schedules (2018 Winter, Early Spring and Spring):
 1. The language has been changed in the notes of regarding the potential operation of unscheduled freight trips so that the notes consistently say that they are available to “operate, if needed” instead of saying that they are “available to book, if necessary.”

E. The SSA is exploring potential alternatives to its continued operation of the 5:30 a.m. freight trip from Woods Hole during the 2018 Summer Operating Schedules.

In May 2017, the SSA advertised only its proposed 2018 Winter, Early Spring and Spring Operating Schedules and, as a result, the petition from the 61 Falmouth residents and the SSA's public hearing were in response to only those schedules. But, since then, the SSA has advertised its proposed 2018 Summer Operating Schedules (for the period from May 11 through October 22, 2018) so that public comment can be received and, if necessary, a public hearing can be conducted before the Port Council is asked to recommend any 2018 Summer Operating Schedules at their September 13, 2017 meeting and the SSA Members are asked to approve the 2018 Summer Operating Schedules at their September 26, 2017 meeting.

As advertised, the SSA is proposing to operate essentially the same Summer Operating Schedules for the Martha's Vineyard route in 2018 as in 2017, except for slight changes in the schedules' beginning and ending dates and certain periods during the early summer and late summer schedules when one particular vessel instead of another is assigned to the route. As a result, the SSA's proposed 2018 Summer Operating Schedules for the Martha's Vineyard route (**Appendix E**) would include the following trips from Woods Hole prior to 6:30 a.m.:

5:30 a.m. Governor (designated as a hazardous cargo trip on Mondays through Saturdays from June 19, 2018 through September 7, 2018)

6:00 a.m. Island Home (or Nantucket)

The SSA believes the scheduling of a 6:00 a.m. trip from Woods Hole by the *Island Home* (or *Nantucket*) for passengers, cars and commercial trucks is appropriate and necessary during the summer for the same reasons the SSA schedules the trip during the other times of year, as earlier explained in this report. The SSA also believes that, during the summer as opposed to the other times of year, there are good reasons to schedule the first freight trip from Woods Hole so that it continues to leave at 5:30 a.m. The questions are whether these reasons are compelling enough, when weighed against the noise that is associated with the SSA's early morning operations at its Woods Hole terminal, to continue operating the 5:30 a.m. freight trip and whether there are any alternatives that could better balance all of the communities' competing interests.

By operating the 5:30 a.m. freight trip from Woods Hole during the summer when there is much more traffic on Cape Cod, more trucks travel to Woods Hole earlier in the morning when there is less traffic congestion in Falmouth. This benefits not only the freight shippers, but also everyone who drives through Falmouth later in the morning with fewer trucks on the road. The SSA is also able to transport more trucks earlier in the day to Martha's Vineyard, which gives them more time to make their deliveries in the morning (for example, before stores are busy with customers and restaurants are preparing to serve lunch), as well as to return back to the mainland during generally accepted business hours.

If the SSA were to reschedule its first freight trip from Woods Hole during the summer so that it left at 6:30 a.m. instead of 5:30 a.m., it would be very difficult to absorb the trucks that previously have traveled on the 5:30 a.m. trip onto later trips in the morning. As shown in **Appendix F**, all of the trips made by the SSA's larger passenger/vehicle ferries from Woods Hole in 2016 already were at their practical vehicle capacity during summer business days until after 7:30 p.m., with every trip from 7:00 a.m. through 7:30 p.m. operating on average at more than 90% of its vehicle capacity.⁹ While the SSA's freight trips from Woods Hole during the same business days operated on average at a slightly lower percentage of their vehicle capacities from 5:30 a.m. through 6:30 p.m. (ranging from 79.8% to 99.6%), the difference with respect to morning and afternoon trips is mostly attributable to the SSA's ability to make much more efficient use of the larger freight decks on its larger passenger/vehicle ferries, particularly with the number of smaller cars that are carried on those trips which can be loaded to fill up what otherwise would be

⁹ Even though the *Island Home* carried around the same number of trucks on its 6:00 a.m. trip as its other trips during business days in the summer of 2016, it operated on average at only 78.0% of its vehicle capacity on that trip because of the smaller number of cars it carried on the trip. The *Island Home* can carry 18 to 20 cars along the two sides of its freight deck underneath its mezzanine deck, but trucks cannot fit down those sides. Therefore, even if the entire middle portion of its freight deck that can carry trucks is full, the vessel does not operate at 100% of its vehicle capacity when it carries fewer than 18 to 20 cars. During business days in the summer of 2016, it averaged only 14 cars on its 6:00 a.m. trip.

empty space on the freight deck. It also is even more difficult to use the entire amount of a freight boat's freight deck on hazardous cargo trips (when more large trucks are carried) and, on the *Governor*, when the combined weight of all the trucks carried on the vessel increases the vessel's draft to a depth that requires the SSA to restrict the number of passengers (and their cars) that can be carried on a particular trip.

Further, even if the SSA were able to transport all of the trucks that need to travel to Martha's Vineyard at reasonable times during the morning without the 5:30 a.m. freight trip, scheduling the first freight trip for a later time would result in more trips leaving with the same number of trucks in a shorter time period, which would require more positioning of those trucks at the terminal, including more backing up with their backup alarms, in order for them to be staged and loaded on the vessels. It would also require space on the SSA's larger passenger/vehicle ferries that is currently allocated for automobiles to be used for trucks, resulting in either a delay of automobiles getting to the island until later in the day or people choosing not to go to the island because they cannot travel when they want or need to do so.

As also shown in **Appendix F**, the situation is the same for trips from Martha's Vineyard to Woods Hole. The 5:30 a.m. freight trip adds another trip off-island for island residents in the morning when they need to travel, as many of them cannot accomplish the purposes for which they are traveling if they are unable to leave the island until later in the day, and it has a domino effect throughout the day that makes more space available when it is needed. By contrast, very few people want to leave the island later during the evening because, after the ferry docks, they still have to drive from Woods Hole to their homes or other final destinations. Thus, scheduling the freight trips earlier in the day has worked out much better in providing additional capacity when people want and need to travel.

Nevertheless, as briefly described below, the SSA is exploring potential alternatives to the 5:30 a.m. freight trip from Woods Hole, even though each of them would create other significant operational problems that would have to be addressed as well:

- In addition to considering whether it can delay the 5:30 a.m. freight trip by one hour so that it leaves at 6:30 a.m., the SSA is considering whether it can delay that trip by 15 or 45 minutes so that it leaves at 5:45 a.m. or 6:15 a.m. However, as noted earlier in this report, the SSA previously had tried to schedule the first freight trip in the morning to leave at 5:45 a.m., but that created a number of operational issues due to vessels arriving and leaving slips too close in time to each other. Another variation of this alternative that the SSA is also considering is whether it can delay the 5:30 a.m. freight trip from Woods Hole by 45 minutes or an hour, while not delaying the 5:30 a.m. freight trip from Vineyard Haven or delaying it by a lesser amount of time.
- Even if it cannot eliminate or delay the scheduling of the 5:30 a.m. freight trip during the 2018 Early Summer and Summer Operating Schedules, the SSA is considering whether it can eliminate or delay that trip during the 2018 Late Summer Operating Schedule (September 8, 2018 through October 22, 2018), given that the SSA carries fewer trucks during the months of September and October than it carries during the months of June, July

and August (although it carries more tour buses during September and October than it carries during the summer).

- The SSA is considering whether it can operate its hazardous freight trips later in the day, realizing that its hazardous cargo trips carry more large trucks than its other freight trips. As currently proposed, when the *Nantucket* is providing service on the Martha's Vineyard route during the height of the summer season (mid-June through early September), the *Governor* would operate two hazardous cargo trips from Woods Hole because the *Nantucket* is unable to carry the number of large hazardous cargo trucks that need to be transported to and from the island each day. In addition, as currently proposed, the two hazardous cargo trips would be the *Governor's* first two trips in the morning (5:30 a.m. and 7:30 a.m.). Because the *Governor* has no sleeping quarters on the vessel for its crew, it has to be berthed overnight at Woods Hole. Therefore, if it did not operate its first 5:30 a.m. trip as a hazardous cargo trip, its hazardous cargo trips would leave Woods Hole at 7:30 a.m. and 9:50 a.m., which would result in hazardous cargo trucks driving to the Woods Hole terminal through Falmouth's heaviest early to mid-morning traffic, and then driving around Martha's Vineyard during the island's heavy mid-day traffic congestion.
- The SSA is considering whether it can use other ferries to provide service on the Martha's Vineyard route in place of the ferries that the SSA is proposing to use and/or in addition to those ferries. For example, the SSA currently is not proposing to use the *Sankaty* to provide any scheduled service from June 19, 2018 through September 7, 2018; nor is that vessel currently scheduled to be in repair during that time period. Specifically, the SSA is considering whether the *Sankaty* can be used instead of the *Nantucket* or the *Governor* during the height of the summer schedule, which might allow the 6:30 a.m. freight trip to be designated as a hazardous cargo trip instead of the 5:30 freight trip. In addition, the SSA is considering whether it can eliminate the 5:30 a.m. freight trip entirely during this period by assigning the *Sankaty* as an additional ferry to the Martha's Vineyard route, increasing the total number of ferries on that route from four to five during the entire summer, to provide up to four additional round trips per day five days a week.

F. The SSA continues to explore the feasibility of providing freight service between New Bedford and Martha's Vineyard.

Many Falmouth residents, both at the public hearing and in their written testimony, suggested that the SSA provide freight service between New Bedford and Martha's Vineyard instead of operating early morning freight trips to Martha's Vineyard from Woods Hole. In fact, the SSA already has issued a preliminary report on the feasibility of freight service between New Bedford and Martha's Vineyard (the "Preliminary Report"), dated April 12, 2016, in which it has identified various alternatives for such a service, described how each of those alternatives would address the concerns and needs of the traveling public and each of the SSA's interested constituent communities (Martha's Vineyard, New Bedford and Woods Hole), and presented for further investigation and development a proposed potential model for the service that the SSA believes

has the greatest chance of success over the long term. A copy of the Preliminary Report is set forth in **Appendix G**.¹⁰

The SSA considers a potential freight ferry service between New Bedford and Martha's Vineyard a project that would have regional impact. Therefore, in the Preliminary Report, the SSA's staff recommended, among other things, that the SSA work with the Cape Cod Commission, the Martha's Vineyard Commission, and public officials of all of the municipalities that could be affected by a New Bedford freight service for the purpose of submitting a joint request to the appropriate agency or agencies of the Commonwealth of Massachusetts and/or other local or regional governmental entities (1) to fund the construction, operation and maintenance of a suitable freight ferry terminal in New Bedford; and (2) to provide annual funding to the SSA for the New Bedford freight service in a sufficient amount to cover the difference each year between (a) the amount of the SSA's direct and allocated costs of the service, and (b) the amount of fares the SSA derives from the service.¹¹ The SSA then sent copies of the Preliminary Report to appropriate public officials of all of the municipalities that could be affected by a freight ferry service between New Bedford and Martha's Vineyard, and a copy of the report was posted on the SSA's website (as well as on the homepage of the Town of Falmouth's website) along with a letter asking those public officials and members of the public to email their comments and suggestions to the SSA.

In response to its request, the SSA received a total of three emails about the Preliminary Report, and the only public official who responded to the SSA's request for comments and suggestions was New Bedford Mayor Jonathan F. Mitchell. Despite the apparent lack of interest in this potential project by all of the other communities that could be affected by a freight ferry service between New Bedford and Martha's Vineyard, the SSA's staff responded to those comments in March 2017, and a copy of the responses is set forth in **Appendix H**.

Since then, the SSA has hired Craig Johnson of Flagship Management to further explore the possibility of a freight ferry service between New Bedford and Martha's Vineyard that would be operated by a private vessel operator. Although Mr. Johnson is now with Flagship, in 2000 and 2001 he was with Seabulk/Hvide and was in charge of their operation in New Bedford that provided freight service to Martha's Vineyard pursuant to the request for proposals the SSA had issued at that time. (See Preliminary Report, at pp. 1-2.) Mr. Johnson is currently reviewing the existing facilities in New Bedford to see what infrastructure currently exists there to support the service and what options might be available. Mr. Johnson is also contacting the SSA's freight customers to determine what interest any of them might have in a New Bedford freight service. He is then expected to contact private vessel operators as well to see what interest they might have

¹⁰ In her written testimony, Nan Logan of 482 Woods Hole Road asked whether any service to and from New Bedford would be only for trucks carrying hazardous cargo. The Preliminary Report (at pp. 24-25) addresses that issue in some detail.

¹¹ In the Preliminary Report, the SSA's staff explained why they feel a New Bedford freight service will have a greater chance of success if its fares are partially subsidized (at pp. 31-32) and also why the Commonwealth of Massachusetts or another source, instead of the SSA, should provide that subsidy (pp. 26-29).

in providing such a service. The SSA anticipates receiving Mr. Johnson's report by the end of the summer.

G. The SSA would like to address other issues and questions that were raised by Falmouth residents in their testimony.

At the public hearing and in their written testimony, several Falmouth residents raised other issues and questions to which the SSA believes it should respond. They are as follows:

- At the public hearing, Jenny Marlowe of 14 Cowdry Road testified that trucks waiting to check in at the Woods Hole terminal are invariably blocking her house and driveway beginning at 4:00 a.m. and then idle their engines there for an hour. Although no such misconduct was observed on either June 15 or July 18, 2017, the SSA believes that it would be appropriate for the SSA to penalize such misconduct by, among other things, cancelling the reservations of any customer who engages in such behavior. Accordingly, the SSA encourages Mmes. Marlowe and Goldman, as well as any other Woods Hole resident who witnesses similar misconduct, to report it immediately to the SSA's Woods Hole Terminal Manager Kevin R. Smith, Operations Manager Mark K. Rozum or General Manager Robert B. Davis so that it can be appropriately addressed.
- At the public hearing, Ellen Love Pendleton of 18 Locust Street stated that she believes the SSA like any other business should comply with the Town of Falmouth's noise ordinances; and in her written testimony, Kristin Alexander of 38 Hilton Avenue similarly mentioned that the Town has a noise ordinance that starts at 7:30 a.m. However, the SSA has reviewed the Code of the Town of Falmouth, and was unable to identify any noise ordinances with which it is not complying.
- At the public hearing, Richard Hale of 42 Landfall stated that he was interested in knowing what the SSA's operating schedules will be in the future. For example, Mr. Hale asked, at some point will the SSA be operating a 4:30 a.m. trip from Woods Hole? Similarly in her written testimony, Nan Logan of 482 Woods Hole Road asked the SSA how far the SSA will go in extending hours of service. In response, the SSA states that it will explore all potential alternatives to extending its hours of operation earlier in the morning in order to provide adequate transportation for the island of Martha's Vineyard, including but not limited to providing additional service during other times of the day, licensing private vessel operators to provide ferry service from alternative mainland ports (and, to the extent reasonably possible, making its island ports and reservations system available for their use), and making it easier for people going to and from the island to travel without their automobiles.
- In her written testimony, Ms. Logan also expressed concern that the SSA is increasing the demand for its services by actively advertising the desirability of tourism to Martha's Vineyard and giving discounted fares (on bulk purchase of 20 or more round-trip SSA ferry tickets) to places of accommodation. In response, the SSA notes that the amount and types of the SSA's advertising has been the subject of discussion among SSA Members for

decades, but that generally the purpose of the SSA’s advertising is to increase its market share of people who already are planning to travel to the islands of Nantucket and Martha’s Vineyard rather than to increase the number of people who travel to the islands. With respect to its accommodations program, the SSA also notes that only passenger tickets, not vehicle tickets, are provided to its accommodations partners at a 20% discount from their regular prices, and that 14 of the SSA’s accommodations partners are located in Woods Hole or Falmouth, while only three are located on Martha’s Vineyard.

- In her written testimony, Ms. Logan also asked whether the SSA makes any vehicle rate adjustments for filling boats at times of higher or lower demand. From time to time, the SSA has considered “premium pricing” for certain popular sailing times of the day and popular travel days of the week, but in 1997 the SSA was advised that increasing fares during popular travel times and/or days would not necessarily decrease the number of people traveling at those times and/or days. Indeed, the SSA’s consultants at that time, Joseph Savage and Frank Mahady, found that the amount of automobile traffic was just as likely to go up after a fare increase as go down, and they concluded that people make decisions as to whether or not to take their cars for reasons that do not have much to do with the amount of the fare. Further, Messrs. Savage and Mahady cautioned the SSA not to use fare increases in an attempt to control growth on the islands, and they emphasized that certain market segments of the SSA’s customer base will be burdened by any fare increase imposed by the SSA.
- In her written testimony, Ms. Logan also asked what the SSA’s rate differentials are for shorter and longer trucks. In response, the SSA’s current Local Freight Tariff is set forth in **Appendix I**. For the Martha’s Vineyard route, the SSA’s one-way fares for commercial vehicles (including trucks, pickups, panel vans, tractor trailers and truck/trailer combinations in which the trailer is connected by a disk, hook or ring hitch, registered as a commercial vehicle), not including the driver, generally are as follows:

<u>Length of Vehicle</u>	<u>Car Space Equivalent</u>	<u>Jan 1 – Mar 31 Nov 1 – Dec 31</u>	<u>Apr 1 – Oct 31</u>
Less than 17 feet	1 space	\$ 43.50	\$ 68.50
17 ft but less than 20 ft	1 space	\$ 53.50	\$ 78.50
20 ft but less than 25 ft	2 space	\$ 87.00	\$ 105.50
25 ft but less than 30 ft	2 space	\$ 114.50	\$ 127.00
30 ft but less than 35 ft	2 space	\$ 139.50	\$ 139.50
35 ft but less than 40 ft	3 space	\$ 154.50	\$ 154.50
40 ft but less than 45 ft	3 space	\$ 174.00	\$ 174.00
45 ft but less than 50 ft	3 space	\$ 198.00	\$ 198.00
50 ft but less than 55 ft	3 space	\$ 217.50	\$ 217.50
55 ft but less than 60 ft	4 space	\$ 240.00	\$ 240.00
60 ft but less than 65 ft	4 space	\$ 259.50	\$ 259.50
65 ft but less than 70 ft	5 space	\$ 280.00	\$ 280.00
70 ft and over (per foot)	5 space	\$ 4.32	\$ 4.32

However, subject to certain conditions, trucks carrying fresh island-produced fruits and vegetables (including cranberries), fresh fish and shellfish from Martha's Vineyard pay 50% of the fares applicable to their lengths, and trucks carrying recyclable materials from the island pay 75% of the fares applicable to their lengths on their off-island portion of travel only.¹² By contrast, trucks carrying hazardous materials pay a 50% surcharge in addition to the standard rates applicable to their lengths unless they are permitted to be transported on a passenger-carrying vessel.

- In her written testimony, Ms. Logan also asks what the SSA is doing to work with the Climate Foundation's Brian Von Herzen to develop some creative solutions going forward in the next ten years. On May 25, 2017, Mr. Von Herzen contacted Mr. Sayers and asked if he could share the Climate Foundation's collective wisdom on best practices with the SSA's consultants from Tetra Tech who are investigating the feasibility of barging municipal solid waste from Martha's Vineyard to New Bedford. Mr. Sayers responded to Mr. Von Herzen's request on June 2, 2017, asking him if the two of them could first meet to talk about what input Mr. Von Herzen might have about barging municipal waste from Martha's Vineyard, and he noted that Tetra Tech is principally exploring transportation alternatives, not waste disposal practices *per se*. Messrs. Sayers and Von Herzen have yet to schedule a time to get together.

¹² The Local Freight Tariff is incorrect in stating that trucks carrying solid waste from Martha's Vineyard also pay 75% of the fares applicable to their lengths on their off-island portion of travel only. As shown on the chart specifying their fares, those trucks pay 100% of the otherwise applicable fares. In 2000, the SSA discontinued the 25% discount for trucks carrying solid waste from Martha's Vineyard and made that discount applicable only to trucks carrying recyclables from the island. (See Minutes of the SSA's November 16, 2000 Meeting.)

APPENDIX A

RE: Petition from residents of the Town of Falmouth

Date: June 8, 2017

Dear Steamship Authority General Manager Lamson,

We object to the continued scheduling of freight service from Woods Hole prior to 6:30AM due to the sleep deprivation caused by the noise impact of early morning Steamship Authority-related truck traffic on Falmouth and Woods Hole residents.

We request that you conduct a public hearing, to be held in the Town of Falmouth within 14 days of receipt of this petition, on Steamship Authority proposed operating schedule changes in 2018, per Section 15A of the SSA Enabling Act.

Sincerely,

Kristin	Alexander	38 Hilton Avenue, Woods Hole
Melissa	Allison	50 Hilton Ave, Woods Hole
Ellie	Armstrong	57 Millfield, Woods Hole
Richard	Balkin	3 Oyster Pond Rd.
Paula	Beckerle	38 Two Ponds Rd.
Barbara	Blair	246 Woods Hole Road, Falmouth, MA 02540
Samantha	Broun	7 Hackmatack Way, Falmouth, MA 02540
John	Bruce	14 School St., Woods Hole, MA
Edith	Bruce	14 School St., Woods Hole, MA
Karen	Colburn	12 Glendon Rd
Eric	Edwards	174 Woods Hole Road, Falmouth, MA
Rebecca	Edwards	174 Woods Hole Road
Gerry	Fine	21 Church Street, Woods Hole, MA 02543
Margaret	Fitzelle	187 Penzance Road, PO box 401
Lois	Garrett-Logan	482 Woods Hole Road, Woods Hole
Ronald	Geering	246 Woods Hole Road, Falmouth, MA 02540
Nicole	Goldman	12 Sidney Street, Woods Hole, 02543
Jonathan	Goldman	12 Sidney Street, Woods Hole 02543
William	Hallstein	36 South Road, Falmouth, MA 02540
Anne	Halpin	319 Woods Hole Rd.
Alejandro	Hernandez	PO Box 404
Susan	Houghton	38 Greengate Rd
Clara	Hulburt	8 Proctor Road, Woods Hole, MA 02543
Kara	Hume	7 Millfield St., Woods Hole
Robert	Jaye	7 Church Street, Woods Hole MA 02543
Myla	Kabat-Zinn	46 Buzzards Bay Ave., Woods Hole, MA
Patricia	Keoughan	86F Riddle Hill Rd., Falmouth, MA 02540
Damien	Kuffler	49 Gosnold Road

Suzanne	Kuffler	49 Gosnold Road	
Stephen	Laster	322 Woods Hole Rd,	Falmouth, MA 02540
Lauren	Leveque	67 Church Street,	Woods Hole, MA 02543
Philip	Logan	482 Woods Hole Road,	Woods Hole, MA 02543
James	Mavor	19 Standpipe Hill Rd	
Anne	Meigs-Brown	16 Butler Street	
Trina	Novak	19 Standpipe Hill Rd,	Woods Hole, MA 02543
Bronwen	Polloni	24 Sumner Street	
Jonathan	Polloni	24 Sumner Street,	Woods Hole, Ma 02543
Christina	Rawley	8 Fay Road	
David	Remsen	19 Glendon Road	Woods Hole, MA
Philip	Richardson	146 Church Street,	Woods Hole, MA
Judith	Richardson	146 Church Street	
Mary	Robinson	27 W Main Street	
Kevin	Robinson	27 W Main Street	
Rob	Rosenthal	7 Hackmatack Way,	Falmouth, MA 02540
Diana	Roth	10 Bell Tower Lane,	Woods Hole, MA
Elizabeth	Saito	65 Ransom Road,	Falmouth, MA
Walter	Schanbacher	14 Cowdry Rd	Woods Hole, MA
Nan	Schanbacher	14 Cowdry Rd	Woods Hole, MA
Pam	Stark	9 Little Harbor Rd	
Wallace	Stark	9 Little Harbor Rd	
Joyce	Stratton	22 Water St.	
E	Swift	98 Gansett Rd	Woods Hole
Rebecca	Truman	3 Little Harbor Road	Woods Hole, MA 02543
Elena	Trumbull	11 Church St.	
Nat	Trumbull	11 Church St.	
Kenyon	Tweedell	41 Wilson Rd	Woods Hole MA 02543
Joan	Tweedell	41 Wilson Road	Woods Hole MA 02543
Susan	Veeder	549 Woods Hole Road	Woods Hole MA 02543
Brian	von Herzen	3 Little Harbor Road	Woods Hole MA 02543
Carol	Wagner	526 Woods Hole Road	
Ronald	Zweig	8 Fay Road,	Woods Hole, MA 02543, P. O. Box 365

APPENDIX B

2018
Martha's Vineyard

01/05/2018 - 03/14/2018

	TRIP		LV WH	DUE VH	VESSEL	TRIP	LV VH	DUE WH
Daily					WH/NAN/MAR	6	6:00 AM	6:45 AM
Mon-Fri	5	***	6:00 AM	6:45 AM	IHM/WH			
Daily					IHM/WH	8	7:00 AM	7:45 AM
Mon-Fri	201	%	6:15 AM	7:00 AM HAZ	KAT	202	7:15 AM	8:00 AM HAZ/Wed
Daily	7		7:00 AM	7:45 AM	WH/NAN/MAR	10	8:15 AM	9:00 AM
Daily	9		8:15 AM	9:00 AM	IHM/WH	12	9:30 AM	10:15 AM
Daily	205		8:35 AM	9:20 AM HAZ M-F	KAT	206	9:50 AM	10:35 AM HAZ M-F
Daily	11		9:30 AM	10:15 AM	WH/NAN/MAR	14	10:45 AM	11:30 AM
Daily	13		10:45 AM	11:30 AM	IHM/WH	16	12:00 PM	12:45 PM
Daily	209		11:05 AM	11:50 AM	KAT	210	12:20 PM	1:05 PM HAZ M-F
Daily	15		12:00 PM	12:45 PM	WH/NAN/MAR	18	1:15 PM	2:00 PM
Daily	17		1:15 PM	2:00 PM	IHM/WH	20	2:30 PM	3:15 PM
Daily	213		1:35 PM	2:20 PM HAZ/Wed	KAT	214	2:50 PM	3:35 PM
Daily	19		2:30 PM	3:15 PM	WH/NAN/MAR	22	3:45 PM	4:30 PM
Daily	21		3:45 PM	4:30 PM	IHM/WH	24	5:00 PM	5:45 PM
Daily	217		4:05 PM	4:50 PM	KAT	218	5:20 PM	6:05 PM
Daily	23		5:00 PM	5:45 PM	WH/NAN/MAR	26	6:15 PM	7:00 PM
Daily	25		6:15 PM	7:00 PM	IHM/WH	28	7:15 PM	8:00 PM
	221	#	6:30 PM	7:15 PM	KAT	222	#	7:30 PM
Daily	27		7:30 PM	8:15 PM	WH/NAN/MAR			
F,S,S & H					WH/NAN/MAR	30	**	8:30 PM
Daily	29		8:30 PM	9:15 PM	IHM/WH			
Sun-Thurs					IHM/WH	32	****	9:30 PM
	225	#	8:45 PM	9:30 PM	KAT	226	#	9:45 PM
F,S,S & H	31	**	9:45 PM	10:30 PM	WH/NAN/MAR			

M/V Island Home 1/5/18 to 1/10/18

M/V Woods Hole 1/5/18 to 1/10/18

M/V Woods Hole 1/11/18 to 3/14/18

M/V Nantucket 1/11/18 to 3/2/18

M/V Martha's Vineyard 3/3/18 to 3/14/18

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

** Operates Fridays, Saturdays, Sundays & Holidays (01/15 & 02/19)

*** Operates Monday thru Friday

**** Operates Sunday thru Thursday

% Trips 201 and 202 are not scheduled to operate on Saturdays and Sundays, however these trips are available to operate if needed.

Unscheduled freight trips available to book, if necessary.

M/V Woods Hole or
M/V Nantucket or
M/V Martha's Vineyard

Triple crew - Operates Monday thru Thursday from 6:00am to 8:15pm and
Fridays, Saturdays, Sundays and Holidays from 6:00am to 10:30pm.

M/V Island Home or
M/V Woods Hole

Triple crew - Operates Monday thru Thursday from 6:00am to 10:15pm,
Operates Friday from 6:00am to 9:15pm,
Operates Saturday from 7:00am to 9:15pm,
Operates Sunday from 7:00am to 10:15pm.

M/V Katama

Triple crew - Operates Monday thru Friday from 6:15am to 6:00pm.
Operates Saturdays and Sundays from 8:30am to 6:00pm

2018
Martha's Vineyard

03/15/2018 - 04/1/2018

	TRIP	LV WH	DUE VH		VESSEL	TRIP	LV VH	DUE WH
Mon-Sat					KAT/WH	200	5:30 AM	6:15 AM HAZ/Wed
Daily					MAR	6	6:00 AM	6:45 AM
Daily	5	6:00 AM	6:45 AM		WH/IHM	8	7:00 AM	7:45 AM
Mon-Sat	203	6:30 AM	7:15 AM	HAZ/M-Sat	KAT/WH			
Daily					KAT/WH	204	7:30 AM	8:15 AM
Daily	7	7:00 AM	7:45 AM		MAR	10	8:15 AM	9:00 AM
Daily	9	8:15 AM	9:00 AM		WH/IHM	12	9:30 AM	10:15 AM
Daily	207	8:35 AM	9:20 AM		KAT/WH	208	9:50 AM	10:35 AM HAZ/M-Sat
Daily	11	9:30 AM	10:15 AM		MAR	14	10:45 AM	11:30 AM
Daily	13	10:45 AM	11:30 AM		WH/IHM	16	12:00 PM	12:45 PM
Daily	211	11:05 AM	11:50 AM		KAT/WH	212	12:20 PM	1:05 PM
Daily	15	12:00 PM	12:45 PM		MAR	18	1:15 PM	2:00 PM
Daily	17	1:15 PM	2:00 PM		WH/IHM	20	2:30 PM	3:15 PM
Daily	215	1:35 PM	2:20 PM	HAZ/Wed	KAT/WH	216	2:50 PM	3:35 PM
Daily	19	2:30 PM	3:15 PM		MAR	22	3:45 PM	4:30 PM
Daily	21	3:45 PM	4:30 PM		WH/IHM	24	5:00 PM	5:45 PM
Daily	219	4:05 PM	4:50 PM		KAT/WH	220	5:20 PM	6:05 PM
Daily	23	5:00 PM	5:45 PM		MAR	26	6:15 PM	7:00 PM
Daily	25	6:15 PM	7:00 PM		WH/IHM	28	7:15 PM	8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT/WH			
Fri & Sun					KAT/WH	224	** 7:30 PM	8:15 PM
Daily	27	7:30 PM	8:15 PM		MAR			
F,S & S					MAR	30	8:30 PM	9:15 PM
Daily	29	8:30 PM	9:15 PM		WH/IHM	32	9:30 PM	10:15 PM
Fri & Sun	227	** 8:45 PM	9:30 PM		KAT/WH			
F,S & S	31	9:45 PM	10:30 PM		MAR			

M/V Woods Hole 3/15/18 to 3/23/18
M/V Katama 3/15/18 to 3/23/18

M/V Island Home 3/24/18 to 4/1/18
M/V Woods Hole 3/24/18 to 4/1/18

Bold indicates freight vessel - limited passenger capacity.
Freight vessel trips will not appear on pocket schedules or color brochures.

** Unscheduled freight trips are available to book Monday thru Thursday and Saturdays if necessary.

M/V Martha's Vineyard Triple crew - Operates Monday thru Thursday from 6:00am to 8:15pm and
Fridays, Saturdays, Sundays and Holidays from 6:00am to 10:30pm.

M/V Woods Hole or Triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Island Home

M/V Katama or Triple crew - Operates Monday thru Thursday and Saturdays from 5:30am to 7:15pm,
M/V Woods Hole Fridays from 5:30am to 9:30pm and Sundays from 7:30am to 9:30pm.

**2018
Martha's Vineyard**

04/2/2018 - 05/10/2018

	TRIP	LV WH	DUE VH		VESSEL	TRIP	LV VH	DUE WH
Daily					MAR	6	6:00 AM	6:45 AM
Mon-Sat	199	5:30 AM	6:15 AM		WH	200	6:30 AM	7:15 AM HAZ/Wed
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM	7:45 AM
Daily	7	7:00 AM	7:45 AM		MAR	10	8:15 AM	9:00 AM
Daily	203	7:30 AM	8:15 AM	HAZ/M-Sat	WH	204	8:35 AM	9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM	10:15 AM
Daily	11	9:30 AM	10:15 AM		MAR	14	10:45 AM	11:30 AM
Daily	207	9:50 AM	10:35 AM		WH	208	11:05 AM	11:50 AM HAZ/M-Sat
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM	12:45 PM
Daily	15	12:00 PM	12:45 PM		MAR	18	1:15 PM	2:00 PM
Daily	211	12:20 PM	1:05 PM	HAZ/Wed	WH	212	1:35 PM	2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM	3:15 PM
Daily	19	2:30 PM	3:15 PM		MAR	22	3:45 PM	4:30 PM
Daily	215	2:50 PM	3:35 PM		WH	216	4:05 PM	4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM	5:45 PM
Daily	23	5:00 PM	5:45 PM		MAR	26	6:15 PM	7:00 PM
Daily	219	5:20 PM	6:05 PM		WH	220	6:30 PM	7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM	8:00 PM
Daily	27	7:30 PM	8:15 PM		MAR			
F,S,S & H					MAR	30	*	8:30 PM
Fri & Sun	223	** 7:45 PM	8:30 PM		WH	224	** 8:45 PM	9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM	10:15 PM
F,S,S & H	31	* 9:45 PM	10:30 PM		MAR			

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

* Operates Fridays, Saturdays, Sundays & Holidays (04/16)

** Unscheduled freight trips are available to book Monday thru Thursday and Saturdays if necessary.

M/V Martha's Vineyard Triple crew - Operates Monday thru Thursday from 6:00am to 8:15pm and
Fridays, Saturdays, Sundays and Holidays from 6:00am to 10:30pm.

M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole Triple crew - Operates Monday thru Thursday and Saturdays from 5:30am to 7:15pm,
Fridays from 5:30am to 9:30pm and Sundays from 7:30am to 9:30pm.

APPENDIX C



TOWN OF FALMOUTH

Office of the Town Manager & Selectmen

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone (508) 495-7320

Fax (508) 457-2573

June 19, 2017

Ms. Moira E. Tierney, Chairman
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
P.O. Box 284
Foot of Railroad Avenue
Woods Hole, MA 02543

Dear Ms. Tierney:

Re: Winter and Spring Operating Schedule

At a meeting on June 19, 2017, the Falmouth Board of Selectmen discussed the Steamship Authority's proposed operating schedule for January 5 to May 10 of 2018 and voted to authorize this letter opposing freight service from Woods Hole beginning before 6:30am. As you know, the residents of Falmouth and the Falmouth Board of Selectmen have repeatedly expressed concern about early morning freight departures and associated traffic for many years. In 1999, the Martha's Vineyard and Falmouth Boards of Selectmen approved a joint resolution requesting that the Steamship Authority: "...change the departure of the first freight boat from Woods Hole to Martha's Vineyard from 6 A.M. to 7 A.M."

More recently, the Steamship Authority and the Board of Selectmen received complaints about early morning freight traffic from Woods Hole residents following publication in August of 2016 of proposed 2017 operating schedules. In January of 2017, 35 Falmouth residents wrote to the Steamship Authority seeking to change the first freight departure from 5:30 AM to 6:30 AM. These residents noted that the noise from the truck traffic begins well before the 5:30 AM and disturbs their sleep.

The Board appreciates the measures the Steamship Authority has already taken to mitigate the impact of Steamship traffic to Woods Hole residents including: signage stating trucks are not allowed on Steamship property before 5:00 AM; letters to freight shippers reminding them of the state anti-idling law; and modifications to the way trucks are staged at the terminal to reduce the use of back up alarms. The Board is also cognizant of the Steamship Authority's obligation to provide adequate transportation to the people of Martha's Vineyard as well as freight transport. Nevertheless, it is the Board's position that a 5:30 AM freight departure from Woods Hole presents an unreasonable burden to our community. We implore you to give serious consideration to changing the first freight departure to 6:30 AM for calendar year 2018 and thereafter.

Respectfully,

Susan L. Moran
Chairman, Falmouth Board of Selectmen

cc: Elizabeth Gladfelter, Steamship Authority Board Member



The Commonwealth of Massachusetts

House of Representatives
State House, Boston, MA 02133

Dylan Fernandes
State Representative
Barnstable, Dukes & Nantucket

Aide
Sean Keady
sean.keady@mahouse.gov

State House, Room 236
(T): 617-722-2430 ext. 6

To the Steamship Authority

Public Hearing on the proposed 2018 Winter and Spring Operating Schedules

June 20, 2017

Thank you to the Steamship Authority for holding a public hearing and for providing an opportunity for public comment on the Steamship Authority's proposed operating schedules. I would also like to thank the community members for bringing their concerns to the Steamship Authority in this public forum.

As a state enabled public authority, it is important that the Steamship Authority be responsive, transparent, and engaging with the local community and public concerns. Falmouth is a unique and quaint town whose residents care deeply about maintaining its charm. A part of maintaining the character of the town is making efforts to reduce pollution - including noise pollution. Our office has received a number of complaints about the noise from the early morning truck traffic coming through Falmouth and it is important that these resident's voices are heard and efforts are made by the Steamship Authority to address these concerns.

Thank you for the opportunity to provide these comments.

Representative Dylan Fernandes

Kristin Alexander
38 Hilton Avenue
Woods Hole, MA 02543
774-238-1703

Mr. Lamson
Steamship Authority

Dear Mr. Lamson

Please consider alternative routes to the morning boat from Woods Hole to Martha's Vineyard.

As a long term resident of Woods Hole, this addition to the noise and morning traffic is a hardship. The town does have a noise ordinance that starts at 7:30am, and the 5:30am boat noise is very disturbing.

I am very opposed to this morning boat.

I hope that the SSA can be a responsible neighbor and consider the residents concerns.

Best regards,

Kristin Alexander
kristin@middlewaymedia.com

Steve Sayers

From: nicole@goldmanarts.com
Sent: Tuesday, June 20, 2017 11:33 AM
To: Wayne Lamson
Subject: Steamship schedule

Mr. Lamson,

As I am unable to attend the meeting this afternoon, I offer my comments here referring to the new 2018 ferry schedule out of Woods Hole.

We are residents of Woods Hole and live just a block off Woods Hole Road. The increase in your ferry schedule to a more full year-round schedule is negatively impacting our lives and our quiet enjoyment of our home - specifically in such a beautiful natural setting - one of the main reasons we live in Woods Hole. But your insistence on ever-increasing the frequency, and the noise of the downshifting and the beeping of the reversing of these large trucks is overwhelming. To start at 5:30 is just not right. Furthermore, the trucks insist on parking themselves at various points along Woods Hole Road overnight and have no legal right to do so. This must be stopped.

Thank you,
Nicole Goldman

Nicole Goldman

978-505-5978

12 Sidney Street

Woods Hole, MA 02543

nicole@goldmanarts.com

Steve Sayers

From: Bill Hallstein <billhallstein@gmail.com>
Sent: Sunday, June 25, 2017 5:03 PM
To: schedules
Subject: 0530 ferry noise pollution

Dear Mr. Lamson,

Please add our household at 36 South Road, Falmouth, to the long list of those adversely impacted by the noise pollution created by trucks heading to the 0530 freight ferry as discussed at the recent June 20, 2017 hearing at Falmouth library. The roar of trucks starts early, unreasonably early!

A plan to move freight out of Woods Hole is overdue, long long overdue.

Sincerely,

William Hallstein

Steve Sayers

From: Anne Halpin <halpin319@gmail.com>
Sent: Friday, June 23, 2017 8:26 PM
To: schedules
Cc: Nathaniel Trumbull
Subject: RE: Early Boat

The early boat ie. 5:30 AM is an unreasonable burden on your neighbors and for the hundreds of people who live on Palmer Avenue, Locust Street and Woods Hole Rd. Nan Schaumbacher summed up your relationship to community fairly when she said you're unresponsive to the health and wellbeing of your neighbors and Falmouth residents. Anne Halpin

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Sunday, July 09, 2017 4:56 PM
To: schedules
Subject: Fwd: comments submitted for June 20th SA public hearing

----- Forwarded message -----

From: **Myla Kabat-Zinn** <mylakz@rcn.com>
Date: Sun, Jun 18, 2017 at 11:38 PM
Subject: comments submitted for June 20th SA public hearing
To: wlamson@steamshipauthority.com
Cc: Nathaniel Trumbull <nat@teia.org>

Dear Mr. Lamson,

We are writing as long time summer residents of Woods Hole. We regret that we cannot attend the June 20th Steamship Authority hearing at 3:30 at the Falmouth Public Library, so we are submitting our comments here.

For the last number of years we have been very aware of early morning noise coming from freight trucks at the Steamship terminal. Even though we are up on Buzzards Bay Ave. the sound carries and we can hear the beeping of trucks backing up and the sound of trucks loading onto the ferry around the time of the 5:30 ferry. We support changing the time of the first freight ferry and making it 6:30 instead of 5:30.

In addition, we have often driven on Woods Hole Road and are dismayed that the residents of that narrow, two lane road have had to live for so many years with the noise and threat of large trucks barreling past their homes. As a community, we need to have the Steamship Authority listen to our concerns about noise and congestion and be more responsive to them. Changing the time of the first freight ferry is a beginning. But the larger issue is that the Steamship Authority needs to consider creative solutions to the many longstanding negative impacts on our community. One solution we hope you will seriously consider would be to move freight via the commercial port in New Bedford rather than through Falmouth and Woods Hole.

Thank you for your attention to our concerns.

Myla and Jon Kabat-Zinn
46 Buzzards Bay Ave.
Woods Hole, MA 02543

Thank you for your attention to this matter.

All best,

Myla and Jon Kabat-Zinn
46 Buzzards Bay Ave.
Woods Hole, MA 02543

Steve Sayers

From: Stephen Laster <sjlaster@gmail.com>
Sent: Saturday, June 17, 2017 7:58 PM
To: Wayne Lamson; Nathaniel Trumbull; schedules
Subject: Comments on Ferry Schedule

Dear Mr Lamson,

I am writing you to let you know that I am strongly opposed to the early morning ferry schedule and would ask that you eliminate any and all 5:30am ferries. I have lived on the Woods Hole Road for well over 20 years and the early morning truck traffic that is a direct result of your operation makes it impossible to sleep past 4:30am. While I have read in the press that some on your board and some in your organization have stated that the traffic does not bother the people of Woods Hole, I am writing to inform you that these statements are false. The loud rumbling of trucks down the Woods Hole Rd at 4:30 morning is a negative externality that nobody in Falmouth should have to suffer.

While I appreciate the positive economic impact of your operation and the jobs you create, I believe you have a moral obligation to take into account not only the well being of the people of Martha's Vineyard but the people of Woods Hole and Falmouth as you plan your operations. For years you were a good neighbor to the people living on Woods Hole Rd but today you operate with a deaf ear and are borderline abusive. As your neighbors we deserve to sleep in peace especially when it is within your power to route freight from New Bedford, keep a more reasonable schedule in Woods Hole and allow the people on Woods Hole Road to live in peace while serving the needs of the people of Martha's Vineyard.

There are many in Falmouth who say writing you is a waste of time. There are many who say your meeting on June 20th at 3:30pm at the Falmouth Public Library is nothing but a show. There are many who say you will never consider the well being of people in Woods Hole and asking you to eliminate the 5:30am run and routing freight through New Bedford is fruitless. For the sake of humanity and neighborly relations, I hope they are wrong. I am counting on your humanity and decency to do the right thing.

I am sorry that due to work reasons I can not attend your meeting on June 20th, but I hope this note will be entered into the official record. In case you have any doubt about the externality you have created, you have a standing invitation for breakfast at my house. We eat at 4:30am listening to your customer's trucks barreling down the Woods Hole Rd.

With Respect

Stephen Laster

Steve Sayers

From: NAN GARRETT-LOGAN <loganwoho@comcast.net>
Sent: Tuesday, June 20, 2017 9:08 PM
To: schedules; dickson, betsy
Subject: Woods Hole to MV service
Attachments: steamshipMVadvert.jpeg

Thank you for the meeting today. As there is no email contact listed on your contacts web page or any place else on your web site that I can find I'm taking the opportunity to reflect on more than strictly the schedule questions raised at the meeting. If you would provide me an email for the administration I will forward my comments to them as well.

(the web site says

"If you send us an email, we will retain the content of the email, your email address, and our response in order to handle any follow-up questions you may have. We also use this information to measure how effectively we address your concerns." yet no email address available)

I'm sure you take pride in the quality of service you provide. It presents a solid traditional vision responding to the demands of trades and tourism. The concerns I heard raised today were that it appears to be acting more as a profit-making institution rather than a the public authority of the Commonwealth that it is. When it encourages increased demand through advertisiing it clearly indicates this perspective.

OK

- 1) There are clearly concerns in the Falmouth/Woods Hole community about the growing popularity of your service to Martha's Vineyard over the years;
- 2) There are concerns that there is no long term plan for service on the Steamship other than accommodating the presumably continuing growth of popularity other than adding more boats at more times from Woods Hole.
- 3) There is skepticism about the term 'lifeline to the islands' when the Steamship is actively advertising the desirability of tourism to the island. (see attached photo and link below)

4) 'Convenience' has taken place of 'necessities' although your 'History & Organization' page states

“adequate transportation of persons and necessities of life for the Islands of Nantucket and Martha's Vineyard.”

5) The Steamship has adjusted rates for Accommodations Program.

"As one of our Accommodation Partners, you're eligible to enjoy a discounted rate on the bulk purchase of 20 or more round-trip Steamship Authority ferry tickets to Martha's Vineyard and Nantucket. These tickets can then be sold to your guests at your front desk, or be packaged as part of a special overnight or extended stay promotion."

This decreases your income while increasing the demand for your services.

6) Speaking of rate preference, what vehicle rate adjustments have you made for filling boats at times of lower demand? And higher rates for times of higher demand?

7) What differentials are there for shorter trucks? Longer trucks? (Freight rates were not readily available on your web site.)

8) What are you doing to work with The Climate Foundation's Brian vanHerzon on Little Harbor Road for to analyze some creative solutions going forward in the next 10 years?

9) Is it true that if there is service to and from New Bedford that it would be only for Hazmat trips?

10) Yes, it was instructive to hear that in the past the early trip issue was whether to have one before 7am. How far you have come in extending hours of service and how far will you go? This chipping away is really troublesome. Tell me your vision goes beyond what I see.

All of this is much more than mere tweeking of the early morning schedule, and much more important. It is calling on you -- especially as you welcome your new leader -- to be bold and creative and consider how the Steamship can be a model for other similar services.

I look forward to your response

Hopefully yours

Nan Logan

482 woods Hole road

508 457 9665

loganwoho@comcast.net

More trips,
more ferries, more fun!



Steve Sayers

From: RICHARD LOVERING <sleepwalker511@comcast.net>
Sent: Monday, June 19, 2017 9:15 AM
To: schedules
Cc: egladfelter@whoi.edu; selectmen@falmouthmass.us
Subject: Ferry Scheduling Meeting

Dear Mr. Lamson,

I have lived on Woods Hole Rd for over 40 years and I am strongly opposed to allowing the scheduling of a 5:30 am ferry departing Woods Hole. While traffic has increased overall on this road I realize this is not all due to the SSA. However, we can certainly say that the majority of the truck and bus traffic is SSA related. I realize the SSA buses keep the vehicles out of Woods Hole (a good thing) but they still contribute to the noise and smell.

The worst is the truck traffic early in the morning. You don't need an alarm clock and good luck trying to get back to sleep. It's so bad I can tell which truck is coming up the hill and going by the house just by the engine sound. People complain about Harley's making noise, they should hear one of these diesels coming up the hills at 4:30 in the morning.

I read Mr. Laster's letter on FaceBook and I agree with all the points he makes. I would add that the real scary part is having these loaded tanker trucks traveling down Woods Hole Rd. to make the boat, ever since the SSA received permission to allow the transport of the fuel trucks. Please recall the recent accident involving the tanker truck at the Bourne Rotary and all the impact on that area and imagine a similar situation on Woods Hole Rd. , it's really a frightening thought.

I can understand the SSA responsibility to serve the growing needs of the Island but a line needs to be drawn regarding the acceptability of sailing times from Woods Hole. It's not fair that the residents of Woods Hole & Falmouth have to put up with the noise, smells (both diesel and the fragrant trash trucks, imagine that thru your neighborhood!) and all the resultant traffic congestion.

Sincerely,

Richard Lovering

Woods Hole Rd.

Steve Sayers

From: James Mavor <jim.mavor@yahoo.com>
Sent: Sunday, June 18, 2017 1:37 PM
To: Wayne Lamson
Cc: nat@teia.org
Subject: Impact of Steamship Authority's Operations

To Whom It May Concern:

I would like to suggest a time-frame during which freight vehicles would be not be permitted to drive thru Falmouth and Woods Hole to be : 10:00 PM to 6:00 AM.

Freight traffic may be better served via the New Bedford terminal.

Sincerely,
James Mavor

James W. Mavor
19 Standpipe Hill Rd
Woods Hole

Steve Sayers

From: Trina Novak <kermittf@rcn.com>
Sent: Saturday, June 17, 2017 1:00 PM
To: Wayne Lamson
Cc: nat@teia.org
Subject: Impact of Steamship Authority's Operations

To Whom It May Concern:

Living in Woods Hole is mostly an enjoyable experience that is, unfortunately, compromised by certain aspects of your operations. While I accept the fact that living here means that I am part of a gateway community to people living on, working on, and visiting Martha's Vineyard, I feel there should be a way for us to work together in the community to make life acceptable for all.

Sound carries here, which means we can hear the calming sounds of the night time harbor. But this also means we can hear the late night and early morning truck freight traffic coming up Woods Hole Road and into the village. Traffic of this sort disturbs sleep patterns. I feel that there are several solutions that can be implemented to resolve this issue, and the issue of congestion in Woods Hole.

One solution would be to institute quiet hours in Falmouth and Woods Hole from 10:00PM to 6:30AM. Another solution would be to move freight traffic to New Bedford, which could be better equipped to handle freight traffic. This would ease congestion in Falmouth and Woods Hole. At this point, the terminal at Woods Hole is maxed out with available space, can't handle present freight traffic, and certainly won't be able to handle any increased traffic.

I do not want anyone from the Islands to feel that they would in any way be cut off from supplies that are needed, but feel that the SSA Board needs to reevaluate and more fairly represent the communities that provide terminals to the Islands.

Let's try to work together to find solutions that work for everyone.

Thank you for your consideration.

Sincerely,

Trina Novak
19 Standpipe Hill Road
Woods Hole, MA 02543
kermittf@rcn.com
617-549-2023 (cell)

Steve Sayers

From: Jonathan Polloni <pollonij@gmail.com>
Sent: Wednesday, June 21, 2017 2:46 PM
To: schedules
Cc: nat@teia.org
Subject: frieght traffic in Woods Hole

Hi Wayne,

I'm writing to explain the effect of freight traffic on myself and my family. We live at 24 Sumner Street, Woods Hole, MA 02543, at the bottom of a long hill. Our road roughly abuts the southerly end of the woods hole golf course, just about where Woods Hole road begins to descend into the village. The speed limit is, i believe, 30 miles an hour at the top of our road or shortly thereafter, dropping form 40. However, as anyone who travels along Woods Hole road knows, vehicles travel around 50 mph all the way into town.

Given the steep slope of the road, most trucks use their jake brakes beginning at the top of this hill, where our road turns off of Woods Hole road. With the windows open, I begin hearing trucks around 5pm, sometimes earlier. There is a steady streem of vehicles for about an hour. I can't say with certainty that this impacts our 2 year old, who sometimes wakes at 5:30 and sometimes at 6:30. However, it definitely impacts me and my wife. The sound of the trucks carries right down our street to our house, and given the warm weather we are now having we cannot bear keeping the windows closed.

Yours,

Jonathan M. Polloni

Steve Sayers

From: David Remsen <dpremsen@gmail.com>
Sent: Monday, June 19, 2017 9:35 AM
To: Wayne Lamson
Subject: Early morning freight traffic

To whom it may concern,

I am writing in support of a request by the residents of Woods Hole and Falmouth who live adjacent to Woods Hole road for voluntary quiet hours on the part of the Steamship Authority for its freight truck traffic between the hours of 1000PM and 0630AM. I live approximately 100 yards from the road on Glendon Road in Woods Hole. The sound coming from freight trucks is a regular feature for my family and our neighbors. I am regularly woken by the sound of trucks on the road before 0500A, particularly those that employ air brakes on the curve at the intersection with Sumner street. It is particularly acute when there are no leaves on the trees which is also when my windows are closed so the sound is significant. It is clear to those who use this road regularly and live in the area that the future growth strategy for the SSA traffic to the Vineyard cannot be solely through the use of Woods Hole Road and the local terminal.

Some large percentage of freight traffic must originate off Cape. A sensible alternative must include the use of the New Bedford commercial marine capacity and I urge you to consider this in future planning.

regards,
David Remsen
Glendon Road, Woods Hole, MA

Steve Sayers

From: Phil Richardson <prichardson@whoi.edu>
Sent: Wednesday, June 21, 2017 2:47 PM
To: schedules; Wayne Lamson
Cc: Nathaniel Trumbull; Phil Richardson
Subject: Transport freight trucks from New Bedford not Woods Hole

To: Mr. Wayne Lamson, Steamship Authority General Director
From: Philip Richardson, 146 Church Street, Woods Hole

After listening to yesterday's meeting I have a few recommendations for you to consider. First, in the "Enabling Act" of the steamship authority, chapter 701 of the Acts 1960 as amended, I read the following:

"This exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions..."

It seems that your goal is for the improvement of the people in the islands and not the inhabitants of Woods Hole and Falmouth. The comments made clear that there are major decreases in the benefits for the Woods Hole and Falmouth people who have to live with the extreme noise and danger of the hazmat and other trucks barreling down Woods Hole Road to the ferries both early (4:30 AM) in the day and later. There is not an improvement in our health and living conditions. There is just the opposite--people are suffering stress from lack of sleep, the extreme noise, and the danger. I urge you to figure out how to take freight trucks from New Bedford to Marthas Vineyard. This which would allow the discontinuance of the freight ferries from Woods Hole in the early morning and also later in the day and reduce the danger and noise of the trucks on Woods Hole Road.

I have heard that you try to make each trip profitable, but this requires balancing the expensive trips in the winter with the less expensive trips in the summer. I recommend that you think about the ferries from New Bedford the same way. Balance the more expensive trips from New Bedford with the less expensive ones from Woods Hole. There is some evidence that the New Bedford trips do not have to be more expensive than the Woods Hole ones, so this might be an easy solution.

In summary, please help reduce the danger and noise in Woods Hole and Falmouth due to the numerous freight trucks, all day but especially in the early morning. We, the inhabitants of Woods Hole and Falmouth, should not have our health and living conditions suffer just so freight trucks can go from Woods Hole. There is an obvious solution: Use New Bedford (not Woods Hole) for sending freight trucks to the Island. Sooner or later you will need to solve this problem. Please make it sooner rather than later.

Philip L. Richardson
prichardson@whoi.edu
Woods Hole Oceanographic Institution
Woods Hole. MA 02543
508 540 2648 H
508 564 2569 C

I have a number of points I would like to make and so would ask for some extra time.

I'd like to say something about the scheduling of this hearing. It's been organized during the work day. I heard from a lot of people who would have like to have been here, but they are working. The SSA's advertisement of it consisted of an ad in the paper, and if you know where to drill down into the SSA website, an announcement there. I suggested that notice of the meeting be sent to the 250 plus households on WH Road, including Palmer Ave. and N. Main St. (it takes less than a minute to generate a name and address list on the Falmouth website, but this was not done). I asked about this before the Friday accident. Again, one wonders about the SSA's commitment to public input.

I'd like to speak right away about the impact of the 5:30AM ferry. For those of us who live in the vicinity of Woods Hole Terminal, or in the vicinity of Woods Hole Road or the other roads on the SSA trucks' route to WH Terminal, the 5:30AM is not just an inconvenience, or a nuisance, or something that bothers us from time to

time. It's an abomination. Daily (except for Sunday morning when we rest, because the trucks rest).

Steamship Authority trucks barrel down Woods Hole Road, seemingly intent to be the first to arrive at the tick of 5:00AM at the Woods Hole Terminal.

[SHOW VIDEOS of trucks on Locust St.]

This is happening not at 6:50, or 5:50, but at 4:50AM. They get to SSA Terminal at 5:00 and by 5:06 or 5:07 they are all parked. Drivers go into the terminal office, they sit in their cabs. They load only 12-15 minutes later. (Why they have to leave their vehicles to go into the terminal to close/punch their bills/accounts, in this day and age of smartphones, is a question I hope that SSA staff will ask themselves.)

[SHOW 5:30 GRAPH on board]

I'd like to review briefly the timeframe of the expansion and the start of the early morning, that is 5:30AM, freight

and truck schedule at Woods Hole Terminal. Prior to 2015, there was no 5:30AM freight ferry from Woods Hole in the fall and winter months. Prior to 2013, there was no 5:30AM freight ferry from Woods Hole in the early spring months. Prior to 2012, there was never a 5:30AM freight ferry from Woods Hole."

What caused this sudden change in thinking about adding and then expanding the freight ferry at 5:30AM?
We still don't know.

We read that "In 2015, a 5:30 AM trip was added for the first time in the fall to address the shortage of automobile space coming off-island in the morning for Vineyard residents." (from 2016 Annual Report). We have heard about Falmouth Academy students not being able to make the start of their school day without the 5:30AM boat. I still don't understand that explanation.

Or elsewhere, one reads the words of Mr. Lamson that "If we are going to pay crew for an 18-hour day, we want to use the ferries when people want to travel" (quoted in 2015 in the Falmouth Enterprise). At a Port Council meeting a year ago, Mr. Lamson revealed that the

previous latest boat had in fact "not been doing well" in terms of capacity load.

If one looks at the total auto and truck numbers to and from the Vineyard for 2011, or 2010, the numbers were not up significantly. The motivation to expand must have been driven by something else.

[SHOW truck figures on board]

SSA Board and Port council members expected that there may be trouble with the noise from such an early freight ferry. I quote from the October 2011 Board meeting minutes: "Mr. Hanover ... cautioned that there should not be any excessive noise in either Woods Hole or Vineyard Haven, observing that if the Authority's operations begin to cause problems at that time of the morning, the early trips may have to be discontinued."

"Excessive noise" has indeed occurred since the early freight schedule was introduced in 2012, just as Mr. Hanover feared. But no "discontinuing" of the early freight ferry has followed, despite complaint after

complaint after complaint from Falmouth and Woods Hole residents. It's almost a footnote now, but the former Falmouth member of the Steamship Port Council in 2011 also voted against the introduction of the 5:30AM freight ferry. So it should not be a surprise to the Steamship that we have been complaining for almost two years now.

What do Falmouth and Woods Hole residents think of the deafening noise of trucks when they are trying to get a good night's sleep in their own homes? Well, the Steamship need only read our petitions and comments carefully.

More than 135 Falmouth residents signed a petition in January 2016 stating they were opposed to the 5:30AM freight ferry and associated truck noise. No changes were made to the schedule. Several people in this room were at that Board meeting where our petition was discussed and can testify to the Board's dismissive response to our petition.

In September 2016, 45 public comments were submitted to the Steamship, at the email address publicized in the newspaper announcement of a schedule change, but were not presented to the Board. It was not until a month later when we realized that the Board had already voted on the 2017 schedule, but had not even seen those 45 comments. We told Wayne. We were told that there had been a computer error, and those who had submitted comments had received an error message. I've asked several residents who submitted comments, and not a single person received an error message. The Board received our comments at the next month's meeting, but then spent less than five minutes discussing our comments. They basically ignored all 45 comments.

Again, in January 2017, Falmouth residents submitted 35 individual comments asking that freight be eliminated prior to 6:30AM. It's irritating, at best, to observe that the General Manager then, in turn, presented our public comment to the SSA Board in saying we were opposed to any ferries prior to 6:30AM.

Our opposition was completely different, it only concerned freight ferries. Again, the SSA Board spent less than 5 minutes discussing our comments. [I have a personal favor to ask of SSA staff and Board members: please read our comments; I have the ongoing impression that Board members just glance at our comments, without reading them in full.]

I have not yet mentioned the Port Council, which seems never to receive our public comments before they vote. Their vote takes place before the 30-day public comment period ends.

We often hear the question, in response to our complaints, why didn't we complain earlier? Almost as if it's too late to complain now. Well, the SSA didn't publicize the schedule changes for years as they supposed to according to their own Enabling Act. In addition, we have had to request that they post their full operating schedule, including freight, on their website. And it's our fault that we didn't complain right away? How could a reasonably informed resident have known

that a 5:30AM freight ferry had been introduced? I say this in all sincerity.

New Bedford

I'd like to say a few words about New Bedford. I suppose it's already clear to everyone, but I would like to state the obvious: The scheduling of the 5:30AM freight boat is closely connected to possible freight service through New Bedford.

My sense is that the SSA has found every objection possible not to engage in the hard work of launching a New Bedford operation. It's not been a can-do approach at all. They've gone with the easier solution of moving freight ferries from Woods Hole into the very early morning, making use of larger ships (we have not discussed it, but please note that the WH is increasingly being scheduled on the 5:30AM run and it has a significantly larger capacity than previous ships to carry trucks.) Again, we already hear the results in our homes.

About New Bedford, yes, they need to fix the city pier there. But that's not impossible. And it would surely

cost a lot less than other \$60 mln projects of the Steamship Authority.

When one speaks with transportation planners (and specifically a planner who was contracted to do service capacity projections for the Steamship for years), New Bedford is a “no-brainer” for carrying freight to the Vineyard. The SSA never presented in its feasibility study last year the percentage of shippers to the Vineyard whose trucks drive right past New Bedford, or originate in New Bedford. My own estimate, after having calling a some of the shippers whose names are right on their trucks, is that at least 4 out of 5 of the trucks arriving in Woods Hole are driving right past New Bedford an hour earlier.

The Steamship is a quasi-public agency, but its interests seem almost entirely focused on improving its bottom line. As a result, a New Bedford route appears expensive to the Steamship. Extra wear and tear on trailer rigs, extra fuel costs, extra damage to state and town roads, increased congestion for all of us coming onto the Cape, including the shipping companies themselves, is not part of the Steamship’s calculation concerning New Bedford.

Vineyard residents are rightly concerned about the potential of increased costs if New Bedford is added as an alternative shipping port from the mainland. But a second source of deliveries is more likely to decrease, not increase, prices, due to increased competition through a more diverse number of suppliers. And there will be shipping savings for those shippers who can leave directly from New Bedford who do not have to drive onto the Cape.

The SSA often repeats the fact that it lost money on the New Bedford to Vineyard route fifteen years ago. But if one asks around and can believe sworn court testimony, it turns out the 3rd party company made over a million dollar (and this is 2001 dollars) on that route. The SSA simply had its prices wrong and was paying its 3rd party carrier handsomely by contract. (There are many other details. We hear from the crews that the reservations were handled less than perfectly and that boats were far from leaving full, at least at the beginning of the New Bedford trial period.)

As concerns the New Bedford trial almost 15 years ago, most telling to me is the fact that the operators of the 3rd party firm who ran the NB route came back at the end of the NB-MV trial period, subsequently proposed to operate the route themselves. They had calculated that they could make it work. Given that they had just operated on the route, they were in a good position to know. The firm was not given permission, Attorney Sayers can explain why. The written record says it was because that firm asking for a license did have not enough capitalization. The SSA indicated they would expand the NB route themselves, but they never did, as we well know.

What steps has SSA taken toward pursuing New Bedford today?

The SSA has recently hired as consultant Craig Johnson, who operated the NB route 15 years ago, to write a \$19K report by the end of this summer about the viability of a New Bedford route. I'm all for this study. It can't come soon enough. It's a mystery why Craig was not hired as a consultant a year ago.

As has already been suggested, passenger vehicles might well be part of that model. One can be almost sure that there is demand for tourists going to the Vineyard and coming from the Connecticut and New York direction to take a ferry and also avoid the Cape traffic. Seastreak has already proven this for the Vineyard and Nantucket.

I would like to make a last point, in light of Friday night's accident in Hyannis. I return to the 5:30AM ferry. The 5:30AM freight ferry truck operation runs fully in the dark after the fall time change. We can all recall the fuel tanker truck that rolled over at the Bourne Rotary, also at night. Whether it be trucks or ferries, these accidents take place at night.

Where does this leave us?

Our Falmouth selectmen since the fall of 2016 have made a very reasonable suggestion: Take the 5:30 boat over without trucks if it's so needed on the Vineyard. I agree completely, take it over early, but without trucks.

We're grateful to them for their statement on which they voted last night.

There are so many examples of compromise that the Steamship could follow in working with its host community of Falmouth and Wood Hole. The Barnstable Municipal Airport experience is especially informative. After resident complaints, the airport offered to institute voluntary quiet hours.

Our Falmouth and Woods Hole communities are fragile, not unlike those of the island communities. Sound travels easily through our neighborhoods, including across water. (The mitigation measures the SSA has taken make no real difference. They have added two new no idling signs at the Steamship Authority. No one reads them. The letters to shippers not arrive before 5:00AM does not respond to the problem. The problem is that a 5:00AM is far too early. There is little more than SSA employees can do to mitigate sound.) The SSA is single-handedly is effectively ruining our quality of life.

In conclusion, and to be as clear as possible: We ask the following (and anyone would like to sign our resident petition, please do so):

We request the establishment of voluntary quiet hours on the part of the Steamship Authority for its freight truck traffic on Palmer Ave., North Main St., Locust St., Woods Hole Road, and in Woods Hole village, between 10:00PM and 6:30AM. The sleep deprivation that the Steamship Authority is now causing Falmouth residents is unacceptable.

My own view is that our request is reasonable. The SSA has not taken our interests into account. The SSA describes their mission as a balance of interests, but it's not even close. We understand the SSA's fundamental mission to provide for the necessities of the islands. Who can object? But, please, not at the expense of any consideration of the residents of the quality of life of our host communities. (I might point out that in conversations with Island residents, they express a great deal more sympathy for our plight as a host community than we have heard from the SSA.)

There has been no compromise on the part of the Steamship. A couple of weeks at the beginning of the year of delaying the 5:30AM freight ferry start, and a small reduction in weeks toward the end of the year does not count. We are still being asked to tolerate truck noise beginning before 5:00AM for seven, a full seven, months of the years. Five years ago, there was no truck noise at 5:00AM in our communities. The SSA continues to ignore us.

I have a remaining question: What will be the result of this hearing?

Will our comments just disappear, to be discussed in a cursory way at a future Port Authority and Board meeting? Will our comments be forgotten altogether when the Summer 2018 schedule is proposed in another few weeks? (It's frustrating to no end that the SSA in effect hides our public comment with little visible trace after we submit it; it's not explicitly part of meeting minutes, nor is it posted on the SSA website in any way; I fear the same fate for those written comments being

sent directly by email to Mr. Lamson from those residents who could not be here this afternoon.)

Nat Trumbull

11 Church St., Woods Hole 02543

nat@teia.org

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 03, 2017 9:55 AM
To: Steve Sayers; catherinebumpus@gmail.com; junker@thoughtballoon.org
Subject: to include with public hearing materials please
Attachments: img049cropped.jpg

Steve, I attach a Letter to the Editor and would ask you to include please in the hearings materials. I expect to send you a couple of other materials this afternoon.

Thank you, Nat

Letters

'A Moral Obligation'

The Steamship Authority held a very well-attended public hearing concerning the noise associated with its 5:30 AM ferry run.

Recently our selectmen voted 3-0 to send a letter to the Steamship Authority asking them to eliminate the 5:30 AM ferry run. As one who has lived on Woods Hole Road for well over 20 years, I can attest that the idea of a 5:30 AM run is a nuisance and downright mean-spirited. While I have read in the press that some on the steamship board have stated that the traffic does not bother the people of Woods Hole, I am writing to inform them that these statements are false and hope the recent meeting and selectmen vote helps to clarify that the 5:30 AM run is deeply problematic.

While I appreciate the positive economic impact of the Steamship Authority and the jobs it creates, I believe the Authority has a moral obligation to take into account not only the well-being of the people of Martha's Vineyard but also the well-being of the people of Falmouth as it plans its operations.

For years, the Authority was a good neighbor to the people living on Woods Hole Road but today it operates with a deaf ear and is borderline abusive.

As its neighbors, we deserve to sleep in peace especially when it is within the power of the Authority to manage its schedule. If it requires additional capacity, the Authority has the ability to route freight to and from New Bedford. This is not a case of asking the Authority to eliminate freight

through Falmouth. It is a demand for the Authority to keep a more reasonable schedule and allow the people on the Woods Hole Road to live in peace while still serving the needs of the people of Martha's Vineyard.

There are many in Falmouth who say raising this issue is a waste of time. There are many who say the Authority meeting Tuesday was nothing but a show. There are many who say the Authority will never consider the well-being of people in Falmouth and asking the Authority to eliminate the 5:30 AM run is fruitless. For the sake of humanity and neighborly relations, I hope they are wrong. There is an easy solution here; it just means putting people before profits.

By the way, in case Mr. Lamson and the rest of the board have any doubt about the externality they have created, they have a standing invitation for breakfast at my house. We eat at 4:30 AM listening to trucks barreling down the Woods Hole Road.

Stephen Laster
Woods Hole Road
Woods Hole

A Moral Issue

Several years ago Town Meeting considered the carefully prepared

see letters on Page 5

Enterprise Letters Policy

The Enterprise welcomes letters to the editor. They must be signed and include a street address and day-time telephone number for verification.

Because the letters column is a forum for community issues, we will not print letters endorsing candidates or letters of thanks.

Letters should address the editor. We will not publish letters to other organizations, people or town boards.

All letters are subject to editing and must be no longer than 550 words. Revisions to letters will not be accepted.

Letters may be mailed to The Falmouth Enterprise, 50 Depot Avenue, Falmouth, MA 02540, faxed to 508-540-8407, or e-mailed to bhough@capenews.net.

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 03, 2017 12:00 PM
To: Steve Sayers; Robert Davis; Mark Rozum; rmunier@whoi.edu; egladfelter@whoi.edu; schedules; catherinebumpus@gmail.com
Subject: Fwd: Resolution
Attachments: Joint Resolution - MVBOS & FalBOS re SSA 1999.pdf

Steve,

Please include this joint resolution document of Falmouth and Vineyard selectmen in the public hearing submitted materials. This was the document I asked you about after the hearing.

Thank you, Nat

----- Forwarded message -----

From: Diane Davidson <ddavidson@falmouthmass.us>
Date: Mon, Jul 3, 2017 at 11:12 AM
Subject: Resolution
To: nat@teia.org

Nat,

Attached is a copy of the joint resolution of the Martha's Vineyard Selectmen and the Falmouth Selectmen/Citizens to be presented to the SSA April 22, 1999.

Diane

Diane S. Davidson

Office Manager/Licensing

Office of the Town Manager and Selectmen

Town of Falmouth

59 Town Hall Square

Falmouth, MA 02540

[\(508\) 495-7321](tel:(508)495-7321)

JOINT RESOLUTION OF THE MARTHA'S VINEYARD SELECTMEN
AND THE FALMOUTH SELECTMEN/CITIZENS

Saturday, March 27, 1999

MOTION TO BE PRESENTED TO THE STEAMSHIP AUTHORITY
BOARD OF GOVERNORS ON APRIL 22, 1999

It shall be the policy of the Steamship Authority Board of Governors to reduce, as soon as possible but no later than May 2000, freight traffic levels through the port of Woods Hole to at least those of 1997 (65,172 trucks)*; and to permanently maintain or further reduce such levels.

And furthermore, to accomplish this reduction in freight traffic, the Board of Governors directs the Steamship Authority staff:

- a. To issue a Request For Proposals from private carriers to ship freight using alternate off-Cape port options including the Port of New Bedford.
- b. To identify the origin and types of freight** which would logically be shipped through alternate off-Cape ports including the Port of New Bedford amounting to at least 3000 trucks per year.
- c. To develop a contingency plan to move at least 3000 trucks in the event that a contract with a private carrier is not voted by August 1999 in time to meet the May 2000 deadline.
- d. To change the departure of the first freight boat from Woods Hole to Martha's Vineyard from 6 A.M. TO 7 A.M.

*1997 level was 65,172 trucks between Woods Hole and Martha's Vineyard; 1998 level was 68,156 trucks. Difference=3000 trucks. A "truck" is any vehicle 20' or longer.

**Freight which originates on Cape Cod is expressly not included in the diversion plan.

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 03, 2017 12:58 PM
To: Steve Sayers; schedules; catherinebumpus@gmail.com
Subject: Letter to the Editor, Falmouth Enterprise, June 30, 2017, Richardson
Attachments: RichardsonPart2.jpg; RichardsonPart1.jpg

Steve, please include the attached Letter to the Editor (two files) in the public hearing materials.

Thank you, Nat

The debate is on the future—of the turbines, the neighborhoods near them, and whether they can co-exist—and if so, at what cost.

For the neighbors, the cost is

of our friends and neighbors and, along with it, the public trust.

So, the selectmen, taking all of this into account on Monday night, did not take the easy way out. They

Leadership, after all, is always about people.

Mr. Clarkson may be contacted at votetroy99@aol.com and followed on Twitter @TroyClarkson59.

Letters

A Solution To Truck Traffic

After listening to the comments presented last week at the meeting concerning the early ferry freight schedule, I have a few recommendations. First, in the enabling act of the Steamship Authority, chapter 701 of the Acts 1960 as amended, I read the following:

“This exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions...”

It seems that the goal of the Steamship Authority is for the improvement of the people of the islands and not the inhabitants of Woods Hole and Falmouth. The comments made clear that there are major decreases in the benefits for the Woods Hole and Falmouth people who have to live with the extreme noise and danger of the hazmat and other trucks barreling down Woods Hole Road to the freight ferries both early (4:30 AM) in the day and later.

There is not an improvement in our health and living conditions. There is just the opposite: people are suffering stress from lack of sleep, the extreme noise, and the danger.

I urge the Steamship Authority to figure out how to take freight trucks from New Bedford to Martha's Vineyard. This would allow the discontinuance of the freight ferries from Woods Hole in the early morning and also later

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in the day and reduce the danger and noise of the trucks on Woods Hole Road.

I have heard that the Steamship Authority tries to make each trip profitable, but this requires balancing the expensive trips in the winter with the less expensive trips in the summer. I recommend that the Steamship Authority think about the ferries from New Bedford the same way; balance the more expensive trips from New Bedford with the less expensive ones from Woods Hole. There is some evidence that the New Bedford trips do not have to be more expensive than the Woods Hole ones, so this might be an easy solution.

In summary, I ask the Steamship Authority to please help reduce the danger and noise in Woods Hole and Falmouth due to the numerous freight trucks, all day but especially in the early morning. We, the inhabitants of Woods Hole and Falmouth, should not have our health and living conditions suffer just so freight trucks can pass through Woods Hole. There is an obvious solution: Use New Bedford (not Woods Hole) for sending freight trucks to the

see **Letters** on Page 5

The Falmouth Enterprise

Letters

■ Continued from Page 4

island. Sooner or later we will need to solve the freight problem. Please make it sooner rather than later.

Philip L. Richardson
Church Street
Woods Hole

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 03, 2017 6:48 PM
To: Steve Sayers
Subject: Re: Letter to the Editor, Falmouth Enterprise, June 30, 2017, Anderson
Attachments: Anderson Letter to the Editor Falmouth Enterprise.jpg

Steve, thanks, here's the letter from the Andersons attached now. Nat

On Mon, Jul 3, 2017 at 1:29 PM, Steve Sayers <ssayers@steamshipauthority.com> wrote:

Nat – There was nothing attached to your email. Steve

From: Nathaniel Trumbull [mailto:nat@teia.org]
Sent: Monday, July 03, 2017 12:59 PM
To: Steve Sayers <ssayers@steamshipauthority.com>; schedules <schedules@steamshipauthority.com>; catherinebumpus@gmail.com
Subject: Letter to the Editor, Falmouth Enterprise, June 30, 2017, Anderson

Steve, please include the attached Letter to the Editor in the public hearing materials.

Thank you, Nat

Friday, June 30, 2017

better, they should develop a responsibility to check periodically so it doesn't happen again.

Michael J. Petrucci

Carlisle Road
West Falmouth

Friends Of Falmouth Freight

Lately we have been hearing about some Woods Hole residents who are suffering from sleep disruption due to the noise of freight trucks heading to the Steamship Authority, and we just want to tell our Falmouth selectmen and fellow taxpayers that we should not help these people because they are just annoyed by the sound of the freight, and that it is only this annoyance that might be disrupting their sleep. We think they are complainers who just don't like the look of the freight going by in their neighborhood. They knew the Steamship Authority was in Woods Hole when they purchased their homes, so they should have known that there would be freight.

our friends at the statehouse will convene a Panel of Freight Industry Experts who will eventually decide that there is no association between freight noise and sleep deprivation. And if the complainers still remain obstinate in their pursuit of a good night's sleep, the many lawyers of the FOFF will do whatever is necessary to paint the complainers as liars.

We FOFF members believe that freight is just too important to be sacrificed for a select few, and there is no room in the Town of Falmouth for noise complainers.

So if you believe, like we do, that what freight brings to the many is more important than the few, then go to the FOFF Facebook page and become a Friend of Freight today.

Neil and Elizabeth Andersen
Blacksmith Shop Road
West Falmouth

International Visitors Impressive

On Monday night I had the opportunity to help out with the "Hello Summer" barbecue at Cape Cod Church, to welcome J-1 visa holders to the Upper Cape area. I was blown away by the students I met, and instilled with a new appreciation for these summer visitors.

be freight.

So what we propose is that we form a group called the "Friends of Falmouth Freight" (FOFF), because we need freight. Think of all those little children on the islands that need their apples and oranges, and freight brings it! So what if people are going nuts and losing sleep from the noise of freight (so they say). People need that freight now and in the future.

The FOFF will bring in five mechanic Friends who will testify that they stood on Woods Hole Road for ten minutes and all they heard was the gentle woosh- woosh of the freight going by and that there is no freight noise that affects human health and disrupts sleep. The Friends will also stand outside the complainers' grocery stores with petitions and signs to "KEEP the FREIGHT GOING." We will stop at nothing to discredit the complainers, and our Friends on the board of selectmen, the board of health and the local newspapers will help spread mistruths about the complainers; for instance, by using inflated figures, we will scare taxpayers with a possible Falmouth debt of millions of dollars to stop the freight. We FOFF members will force the complainers to hire sound experts and defense lawyers, and will force them to expose their private medical records.

these summer visitors.

According to the US Department of State website, around 300,000 visitors from 200 different countries visit on J-1 visas each year; an estimate for Cape Cod by Hello Summer comes in around 4,000 students from 40 countries. The exchange program focuses on "young leaders and entrepreneurs, students, fledgling and more seasoned professionals."

Somewhere between 38 and 50 university students attended the event on Monday, and most appeared under the age of 25. They come to Cape Cod from a number of countries, including Ghana, China, Turkey, Russia, Brazil, Romania, Kazakhstan and others. Over the course of dinner, other volunteers and I got to know a bit about their backgrounds.

One particularly friendly young man came to Cape Cod from Ghana, where he studies marine biology. Another male student sitting at the same table said he studied agriculture at university in Brazil. I met one student who was somewhat critical of American hamburgers, but that seemed fair, as he studies gastronomy in Turkey in hopes of eventually opening up his own restaurant.

These are just a few of the intelligent and ambitious students manning the check-out lines at Stop & Shop and the take-out windows at our six Dunkin' Donuts this summer.

It was one opening for me to hear

vate medical records.

The FOFF will pressure the few complainers to sit through years and years of zoning, health, planning and selectmen's meetings because we feel freight is necessary! And if any complainers manage to persevere, let them approach the state, where

our six summer workers this summer.

It was eye-opening for me to hear the stories that these summer workers carry with them. The students truly exemplify the value and vibrancy that foreign visitors bring to our country, and in particular, Falmouth.



Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 03, 2017 11:26 PM
To: Steve Sayers; schedules
Subject: points/questions for Thurs. meeting

Steve,

For this Thursday's Port Council meeting, could I ask you (or Mark?) to look into the points/questions below?

I would like to talk about these points at the meeting:

How many "no idling" signs have been added at the WH Terminal? Are those signs effective?

How many times have SSA senior staff and/or Port Council and/or SSA Board members been at the WH Terminal at 5:00AM? (The noise of the freight operation at the WH Terminal truly has to be seen and heard at 5:00AM and earlier in order to be appreciated.)

Why are trucks showing up so far in advance of their scheduled ferries? Is this necessary?

How many letters have been sent to shippers about SSA rules? How often? Why are there so many violators of the rules?

In general, it is incredibly frustrating to hear descriptions from the SSA of early morning noise conditions at the WH Terminal so different than what we continue to experience as neighbors.

Early morning conditions at the Woods Hole Terminal continue to include for this neighbor:

1. Engine noise from the individual and collective operation of a large number of diesel engines, including the engines of very heavy fuel trucks as well as 18-wheel semi-trailer trucks;
2. revving and acceleration of those engines as large trucks corner, stop, and restart to move about the Woods Hole Terminal, including the very noisy procedure, and not infrequently heard, of the largest of trucks backing up the hill above the ticket shed to move into position;
3. noise from unavoidable brake use by the trucks as they approach and descend the long downhill slope to the Terminal;
4. periods of longer idling (idling by drivers will always be present, I have concluded, as full enforcement by any number of SSA staff would be truly difficult, if not impossible, on a daily basis);
5. not infrequent backup beeping (each and every freight ferry loading seems to involve some backup beeping even when trucks drive can straight onto the ferry, in my observation; drivers misjudge turns and then simply have to back up in order to load).

My best wishes for the holiday, Nat

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 10, 2017 7:16 AM
To: Steve Sayers; selectmen@falmouthmass.us; dylan1fernandes@gmail.com; schedules; Robert Davis; david.vieira@mahouse.gov; julian.cyr@masenate.gov; vinny.demacedo@masenate.gov; cis@sec.state.ma.us; catherinebumpus@gmail.com; junker@thoughtballoon.org
Subject: Petition submission with 229 signatures for Steamship Authority public hearing on June 20
Attachments: Petition for June 20 hearing submitted.pdf

Dear Bob and Steve,

Please accept the following petition with 229 signatures to be included with the June 20 public hearing materials.

Please include the email addresses of the signers when distributing the report of the hearing.

Thank you.

Sincerely,

Nat Trumbull
11 Church St., Woods Hole
508 540 0308
nat@teia.org

June 20, 2017

PETITION

To Whom It May Concern:

We request the establishment of voluntary quiet hours on the part of the Steamship Authority for its freight truck traffic on Palmer Ave., North Main St., Locust St., Woods Hole Road, and in Woods Hole Village, between 10:00PM and 6:30AM. The sleep deprivation that the Steamship Authority is now causing Falmouth residents is unacceptable.

	First name	Last name	Town/City	State	Zip code	Email	Date signed
1	Perry	Little-Coppola (Anderson)				percoppola@gmail.com	6/20/2017
2	Amy	Curran	Sterling	VA	20165	amycurran@yahoo.com	6/6/2017
3	Robin	Ackroyd				rack60@aol.com	6/20/2017
4	Nadia	Alavosius				kristin@middlewaymedia.com	6/20/2017
5	Kristin	Alexander				melissa@atlantic.org	6/20/2017
6	Melissa	Allison	50 Hilton Ave.				6/8/2017
7	Doug	Amon	8 Quissett Ave.			dpamon@gmail.com	6/20/2017
8	Michelle	Anders Andrews-	Somerville	MA	2143		6/20/2017
9	Donna	Maness	Falmouth	MA	2540	dlamaness@comcast.net bluefishwoodshole@gmail.com	6/4/2017
10	Ellie	Armstrong	57 Milfield 3 Oyster			balkin@geneseo.edu	6/8/2017
11	Richard	Balkin	Pond Road				6/8/2017

12	Will Speck	Barnard					
13	Jane	Dorris	Falmouth	MA	2540	weath245@comcast.net	6/3/2017
14	Paula	Beatty	38 Two Ponds Road	MA	2536	starlitehope@gmail.com	6/5/2017
15	Ann	Beckerle	224 Woods Hole Road			paulac.beckerle@gmail.com	6/8/2017
16	Roly	Beliveau	224 Woods Hole Road			annbeliveau@hotmail.com	6/20/2017
17	Thos	Bena	Nomans Land	MA	2568	rolybeliveau@gmail.com	6/20/2017
18	Elena	Bennett	Bridgeport	NY	6610	thomas@tmvff.org	6/8/2017
19	Lars	Berggren	246 Woods Hole Road	MA	2536	lady29palms@gmail.com	6/7/2017
20	Barbara	Blair	559 Woods Hole Road			live_4_wind_1@yahoo.com	6/7/2017
21	Wendy	Blomberg	Woods Hole	MA	2543	barblair@gmail.com	6/8/2017
22	Andrew	Borgese	Medford East	MA	2155	wblomberg@comcast.net	6/20/2017
23	Kelly	Braverman	Falmouth	MA	2536	aborgese14@gmail.com	6/6/2017
24	Samantha	Broun	145 School St.			samanthabroun@gmail.com	6/20/2017
25	Edith	Bruce	145 School St.				6/18/2017
26	John	Bruce	East	MA	2543	flaval.reeve@gmail.com	6/20/2017
27	Philip	Bruce	Falmouth	MA	2536		6/5/2017
28	sheila	Burke	Cataumet	MA	2534	sheamorindc@gmail.com	6/20/2017
29	Joseph	Buxbaum	Smithtown	NY	11787		6/5/2017
30	Ellen	Campbell	Wilton	CT	6897	eb.campbell@snet.net	6/4/2017
31	Sarag	Casey	Falmouth	MA	2540	sohcasey@gmail.com	6/7/2017
32	Karen	Colburn	Woods Hole	MA	2543	whkaren@aol.com	6/5/2017
33	Peter	Collins	Weymouth	MA	2536	pcollinsmma97@gmail.com	6/3/2017
34	Rebecca	Connors	falmouth	MA	2543	beckyconnors@comcast.net	6/6/2017
35	Peter	Cook		MA	2540		6/20/2017

36	B	Corlett	Woods Hole	MA	2543		6/20/2017
37	Bruce	Courcier	Falmouth	MA	2574	bwcourcier@gmail.com	6/14/2017
38	Joan	Craig	Belmont	MA	2478	joanunited@netzero.net	6/7/2017
39	Robert	Crane	249 Palmer Ave.				
40	Kathleen	Deaham	North			bobcranejr@craneappliance.com	6/20/2017
41	Anne	Densmore	Falmouth	MA	2556	aejseaway@gmail.com	6/5/2017
42	S	densmore	falmouth	MA	2540	shiprig@comcast.net	6/6/2017
43	Frederick	Denton	Woods Hole	MA	2543	fdreddydenton@gmail.com	6/3/2017
44	Elizabeth	Dings	Hingham	MA	2043		6/20/2017
45	Craig	Diskin	Manchester	NH	3104	cdiskin@brandeis.edu	6/7/2017
46	Jean	Diskin	Manchester	MA	3104	thediskos@hotmail.com	6/7/2017
47	David	Dolotta	Santa Barbara	CA	93110		6/20/2017
48	Brian	Donelan	East Falmouth	MA	2536	bddonelan@yahoo.com	6/3/2017
49	Lisa	Dunne	Falmouth	MA	2540		6/20/2017
50	Rebecca	Eder	Peoria	MA	2543	rebeder56@gmail.com	6/5/2017
51	Eric	Edwards	174 Woods Hole Road	MA	02540-1622	quakerguy@hotmail.com	6/6/2017
52	Rebecca	Edwards	174 Woods Hole Road			rebop00@hotmail.com	
53	Betsy	Farnham				emfegh@aol.com	6/8/2017
54	Peter	Ferri	Edgartown	MA	2539		6/20/2017
55	Erica	Fields	Newton	MA	2461	finegj@mac.com	6/20/2017
56	Gerry	Fine	21 Church St.				
57	Margaret	Fitzelle	187 Penzance Road, Woods Hole	MA	2543	fitsea@comcast.net	6/18/2017
58	Harvey	Fleishman	Falmouth	MA	2540	hfleishman@comcast.net	6/3/2017
59	Kathleen	Frantz	8 Millfield			kfrantzg@comcast.net	6/20/2017

60		Fripp	East Falmouth East	MA	2536	wjf1234@peoplepc.com	6/8/2017
61	Alison	Funk	Falmouth	MA	2536	arhfunk@outlook.com	6/4/2017
62	nancy	galbraith	Fitchburg	MA	1420	loganwoho@comcast.net	6/20/2017
63	Lois	Garrett-Logan	482 Woods Hole Road			quisettcottage@earthlink.net	6/8/2017
64	Ronald	Geering	246 Woods Hole Road				
65	Joanne	Gilbrook	65 Eel River Road			joannegilbrook@gmail.com	6/20/2017
66	Nicole	Goldman				nicole@goldmanarts.com	6/8/2017
67	Jonathan	Goldman	12 Sidney St.			j@goldmanarts.com	6/8/2017
68	Crystal	Gordon	East Falmouth	MA	2536	cmagordon@aol.com	6/5/2017
69	Matthew	Gould	Falmouth	MA	2540	mattgould@yahoo.com	6/20/2017
70	Elissa	Grayer	Harrison 250 Woods	NY	10528		6/20/2017
71	Monique	Gregg	Hole Road			greggpsych@gmail.com	6/20/2017
72	Will	Gregg	250 Woods Hole Road			greggpsych@gmail.com	6/20/2017
73	Elena	Green	Sterling	VA	20164		6/20/2017
74	HENRIK	Gulmann	Falmouth	MA	2540		6/20/2017
75	Susan	guyer-stevens	St John	Not	Not		
76	Johanna	Hale	Falmouth	provided	provided	sgracege@gmail.com	6/9/2017
77	Richard	Hale	Falmouth 36 South Road,	MA	2540	johanna.rieserhale@yahoo.com	6/4/2017
78	William	Hallstein	Falmouth 319 Woods	MA	2540	hale.richard@yahoo.com	6/4/2017
79	Anne	Halpin	Hole Road			billhallstein@gmail.com	6/20/2017
						halpin319@gmail.com	6/20/2017

80	Dawna	Hammers	Falmouth, MA 02541				
81	Elizabeth	Hastings	Vista	CA	92084	Dawnahammers23@gmail.com	6/20/2017
82	Laura	Hastings	Woods Hole	MA	2543	bhastings@sandhilltech.com	6/6/2017
83	Sally	Hauck	Falmouth	MA	2540	lhastings624@gmail.com	6/7/2017
84	Tesa	Hayashi		MA	2536		6/20/2017
85	Alejandro	Hernandez	PO Box 404			ahorovio@gmail.com	6/20/2017
86	James	Higgins	Falmouth	MA	2540	higginjames@gmail.com	6/3/2017
87	Susan	Houghton	38 Greengate Road	MA	2540	susanhoughton73@gmail.com	6/5/2017
88	Julie	Huber	Falmouth 8 Proctor Road, Woods Hole		2540		6/20/2017
89	Clara	Hulburt				clara.hulburt@gmail.com	
90	Kara	Hume	7 Millfield St.				6/8/2017
91	Frances	Huxley	Falmouth	MA	2540	frnceshuxley1@gmail.com	6/8/2017
92	Daniel	Isenberg	Woods Hole	MA	2543	disen2@gmail.com	6/3/2017
						r.jaye@comcast.net	6/7/2017
93	Robert	Jaye	7 Church St.				
94	Jeannine	Jeffrey	Woods Hole	MA	2543	jssjpjj@gmail.com	6/20/2017
95	Catherine	Jewett		MA	2556	catejewett@gmail.com	6/7/2017
96	KJ	Johnson	Marshfield	MA	2050	kafjohnson@verizon.net	6/4/2017
97	Barbara	Jones	Falmouth	MA	2540	ragnhild@aol.com	6/17/2017
98	Brennan	Jones	38 Locust St.			ragnhild@aol.com	6/20/2017
99	Karen	Kabat	Crompond	NY	10517		6/20/2017
100	Myla	Kabat-Zinn	Woods Hole	MA	2543	mylakz@rcn.com	6/5/2017
101	Patricia	Keating	Falmouth	MA	2540	pkeating33@gmail.com	6/5/2017
102	Anne	Kent	Woods Hole 86F Riddle	MA	2543	abentcoach@aol.com	6/8/2017
103	Patricia	Keoughan	Hill Road	MA	2536		6/20/2017
104	Camilla	King	Woods Hole	MA	2543	camillaking@verizon.net	6/8/2017
105	Jackie	Klein	Falmouth 8 Quissett Harbor	MA	2540	yacka19@yahoo.com	6/4/2017
106	Klein	Klimek				klimek@aol.com	6/20/2017

107	Suzanne	Kuffler	49 Gosnold Rd.		suzannekuffler@hotmail.com	6/20/2017
108	Damien	Kuffler	49 Gosnold Rd.	MA	dkuffler@hotmail.com	6/20/2017
109	Trina Novak	Lanagan			2540	6/20/2017
110	Alex	Lane	North			
111	Rebecca	Lash	Falmouth	MA	dubwise63@gmail.com	6/6/2017
112	Judith	Laster	Woods Hole	MA	2543	6/20/2017
			Woods Hole	MA	judlaster@gmail.com	6/6/2017
			322 Woods			
113	Stephen	Laster	Hole Road			6/8/2017
114	Susan	Laster	Falmouth	MA	2540 sjlaster@gmail.com	6/6/2017
115	Susan Laite	Laster	Brookline	MA	2445 susanlaster@rcn.com	6/6/2017
116	Edward	Laurson	Denver	CO	80215	6/20/2017
117	George	Lawrence		MA	2536	6/20/2017
		Lent				
118	Petra	McCarron	Nomans Land	MA	2568 petra.lent@gmail.com	6/8/2017
					laurenmleveque@gmail.com	
119	Lauren	Leveque	67 Church St.			6/8/2017
			410 Woods			
120	Thomas	Lineaweaver	Hole Road		tessaflyingpig@aol.com	6/20/2017
121	Arthur	Little	Brookline	MA	2446 arthurflittle@rcn.com	6/6/2017
122	Paul	Lobo	Falmouth	MA	2540 info@capnco.com	6/5/2017
			482 Woods			
123	Nan	Logan	Hole Road		loganwoho@comcast.net	6/20/2017
			482 Woods			
124	Philip	Logan	Hole Road		plowoho@comcast.net	6/20/2017
125	Michele	Lorand	Woods Hole	MA	2543 mlorandmd@gmail.com	6/6/2017
126	Richard	Lovering			sleepwalker511@comcast.net	6/20/2017
			Vineyard			
127	Robin	Lowe	Haven	MA	2568 rlowe.143@gmail.com	6/9/2017
128	Anne	Lube	Buzzards Bay	MA	2532 anidokuzova@gmail.com	6/5/2017
129	Gary	Maloney	Falmouth	MA	hdfatboy2001@comcast.net	6/4/2017
130	Joan	Manchester	Dedham	MA	2026	6/20/2017

131	Gail	Marchetta	North	Dartmouth	MA	2747	gmarchetta@comcast.net	6/4/2017
132	Julie	Martin		North Prairie	WI	53153		6/20/2017
133	Russell	Martin		Gardner	MA	1440	rcmartin59@comcast.net	6/8/2017
				East				
134	Kerrie	Marzot		Falmouth	MA	2536	kcmarzot@icloud.com	6/20/2017
135	James	Mavor		19 Standpipe Hill Rd.			jmaavor@rcn.com	6/8/2017
				520 Woods				
136	Dianne	McPherson		Hole Road	MA	2540	dervish@dancemeditation.org	6/8/2017
137	Anne	Meigs-Brown		Woods Hole	MA	2543	nawrie@comcast.net	6/5/2017
138	Nawrie	Meigs-Brown					nawrie@comcast.net	6/20/2017
139	Henry	Meilman		Owings Mills	MD	21117		6/20/2017
				East				
140	John	Mello		Freetown	MA	2717	Jmello3613@aol.com	6/5/2017
141	Robin	Messing		Waltham	MA	2453		6/20/2017
142	Richard	Mignone		Buzzards Bay	MA	2532	rikkimig@gmail.com	6/5/2017
143	Shea	miller		Barnstable	MA	2601	blackdog241074@aol.com	6/5/2017
				East				
144	Corinne	Minshall		Falmouth	MA	2536	minshallsignup@gmail.com	6/7/2017
	Charlotte							
145	Emans	Moore		Boston	MA	2108	charlotte.emans.moore@gmail.com	6/6/2017
146	Stephen	mulcahy		Centerville	MA	2632	sheila.mulcahy@aol.com	6/6/2017
147	Ann	Newbury					newpot@gmail.com	6/20/2017
148	Jim	Newman		Woods Hole	MA	2543	jnewman@alum.mit.edu	6/3/2017
149	William	Nies		Spokane	MA	99202	Wendbird@aol.com	6/3/2017
150	Ann	Niles		Lexington	MA	2422	ann.niles68@gmail.com	6/6/2017
	Victoria							
151	Brigham	Niles		Cambridge	MA	2476	thos.niles@gmail.com	6/6/2017
152	Dickie	Nolan			MA	2536		6/20/2017
153	Trina	Novak		Woods Hole			kermittf@rcn.com	6/20/2017
154	Catherine	Offinger		Falmouth	MA	2540	coffinger@whoi.edu	6/3/2017
				25 McCallum Drive				
155	Laurie	Olin					rolinolin@comcast.net	6/9/2017
156	hillary	osborn			MA	2536		6/20/2017

157	Rachel	Pearson	Malden	MA	2148		6/20/2017
158	Kara	Peters-	Swampscott	MA	1907	klpiluna69@gmail.com	6/8/2017
159	Matt	Petrie	Woods Hole	MA	2543	matthewcpetrie@gmail.com	6/6/2017
160	Linda	Pistilli	Falmouth	MA	2540	tedbsails@aol.com	6/3/2017
161	Bronwen	Polloni	24 Sumner St.	MA	2632	bronwenpa@gmail.com	6/3/2017
162	Jonathan	Polloni	24 Sumner St.			pollonij@gmail.com	6/20/2017
163	Diane	Quaid	Falmouth	MA	2540	christinarawley@aol.com	6/20/2017
164	Christina	Rawley	8 Fay Road				
165	Joseph	Rebello	New Bedford	MA	2745	rb5jos@aol.com	6/5/2017
166	Flaval	Reeve				flaval.reeve@gmail.com	6/20/2017
167	David	Remsen	19 Glendon Road			dremesen@mbl.edu	6/8/2017
168	Andrew	Richards	Woods Hole	MA	2543		6/20/2017
169	Judith	Richardson	146 Church St.			jabber1@comcast.net	6/8/2017
170	Phil	Richardson	146 Church St.			prichardson@whoi.edu	6/20/2017
171	Kevin	Robinson	27 W Main St.			krrsr50@gmail.com	6/8/2017
172	Mary	Robinson	27 W Main St.			trishrob24@gmail.com	6/8/2017
173	Joy	Rosenthal	Brooklyn	NY	11218	joy@joyrosenthal.com	6/8/2017
174	Rob	Rosenthal	7 Hackmatack Way			rob@shunpikemedia.com	6/4/2017
175	Diana	Roth		MA	2536	droth636@gmail.com	6/8/2017
176	Johanna	Roveto	Falmouth	MA	2540		6/20/2017
177	Elizabeth	Saito	65 Ranson Road			elizabeth.saito@gmail.com	6/8/2017
178	Catherine	Salter	Nomans Land	MA	2568		6/20/2017
179	Patricia	Sawyer	Lexington	MA	2421	patdalsaw@gmail.com	6/20/2017
180	Jennifer	Schanbacher	14 Cowdry Road			jenny.marlave@hotmail.com	6/20/2017

181	Nan	Schanbacher	14 Cowdry Road		nancos@juno.com	6/20/2017
182	Walt	Schanbacher	14 Cowdry Road			6/20/2017
183	Ann	Sears	96 Locust St.		annlsears@gmail.com	6/20/2017
184	Amy	Segal	Woods Hole	MA	2543	6/20/2017
185	Peter	Shile	Woods Hole	MA	2543	6/5/2017
186	Deborah	Siegal			steamshipauthority@yahoo.com	6/20/2017
187	Hanumant	Singh	Falmouth	MA	2540	6/4/2017
188	William	Speck	Santa Monica	CA	90402	6/6/2017
189	Pamela	Stark	Woods Hole	MA	2543	6/8/2017
190	Wallace	Stark	9 Little Harbor Road		pam.stark514@gmail.com	
191	Judith	Stetson			wstark@whoi.edu	6/20/2017
192	Laura	Stone	Westfield	MA	juds@meganet.net	6/20/2017
193	Joyce	Stratton	22 Water St., Woods Hole	MA	1085	6/20/2017
194	Wendy	Strickrott	East		sunwoodshole@comcast.net	6/20/2017
195	Kimberly	Sutton	Falmouth	MA	2536	6/3/2017
196	Mark	Sutton	Lexington	MA	2421	6/6/2017
197	Kent	Swift	Woods Hole	MA	2543	6/6/2017
198	Tom	Swift	98 Gansett Rd		mark.sutton100@gmail.com	
199	Brian	Switzer			woodshole907@gmail.com	6/20/2017
200	Rachel	Switzer	Woods Hole	MA	tomswift@falmouthlumber.com	6/20/2017
201	Lisa	Taylor	Woods Hole	MA	2543	6/6/2017
202	kim	teller	Falmouth	MA	2540	6/6/2017
203	Ben	Touchstone	tisbury Vineyard	MA	2568	6/9/2017
204	Rebecca	Truman	Haven	MA	2568	6/20/2017
205	Elena	Trumbull	3 Little Harbor Road		bentouchstone23@gmail.com	6/8/2017
206	Nat	Trumbull	11 Church St.		rtruman@aol.com	6/20/2017
			11 Church St.	MA	elena@meganet.net	6/20/2017
					nat@teia.org	6/5/2017

207	Kenyon	Tweedell	41 Wilson Road, Woods Hole	MA	2543	sveeder25@aol.com	6/8/2017
208	Joan Suzanne	Tweedell	41 Wilson Road, Woods Hole	MA	2543	sveeder25@aol.com	6/8/2017
209	Kuffler	Veeder	Woods Hole 3 Little	MA	2543	sveeder25@aol.com	6/5/2017
210	Brian	von Herzen	Harbor Road	MA	2543	brian@climatefoundation.org	6/20/2017
211	Jane	Vose	Woods Hole	MA	2543	jfiose@yahoo.com	6/20/2017
212	Carol	Wagner	Forestdale	MA	2644	spcawagner@comcast.net	6/3/2017
213	Lyn	Walter	Woods Hole	MA	2540	ladylyn22@aol.comits	6/7/2017
214	Valerie	Walbek	Falmouth	MA	2543	vwalbek@gmail.com	6/20/2017
215	Scott	Wankel	Woods Hole	MA	2543		6/20/2017
216	Joe	Warren	North	MA	2556	cocowell@gmail.com	6/20/2017
217	Coco	Wellington	Falmouth	MA	2543	johnwoodwell@yahoo.com	6/3/2017
218	John	Woodwell	Woods Hole	MA	2148		6/6/2017
219	Justin	Yurasits	Malden	MA	Not provided		6/20/2017
220	Dani	Zakon	Tel Aviv	MA	2543	daniellazakon@gmail.com	6/2/2017
221	Megan	Zottoli	Woods Hole	MA	2543		6/20/2017
222	Ronald	Zweig	Woods Hole	MA	2540	rdzweig@gmail.com	6/6/2017
223	sean		Falmouth	MA	2534		6/20/2017
224	stephanie		Cataumet	MA	2649		6/20/2017
225	Tessa		Mashpee	MA	98005		6/20/2017
226	Thomas		Bellevue	WA	H2X		6/20/2017
227	Thomas		Montréal	MA	2492		6/20/2017
228	Wallace		Needham	AZ	85756		6/20/2017
229	Weatherly		Tucson	AZ			6/20/2017

Steve Sayers

From: Nathaniel Trumbull <nat@teia.org>
Sent: Monday, July 10, 2017 7:22 AM
To: Steve Sayers; schedules
Subject: Letter to the Editor, Trumbull
Attachments: 595eed95161e1.magnified NT July 7.jpg

Steve, thanks for including the attached (Falmouth Enterprise, July 7) in the June 20 public hearing materials.

Nat

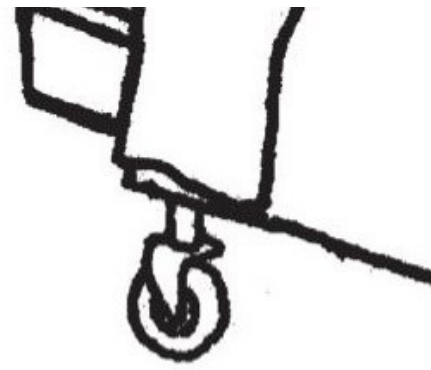
Heartless And Unconscionable

Ninety members of the public signed in at the June 20 public hearing held at Falmouth Public Library concerning the early morning noise of the Steamship Authority's freight trucks on Palmer Avenue, North Main Street, Locust Street, Woods Hole Road, and in Woods Hole Village.

Selectman Doug Jones read a letter from the Falmouth Board of Selectmen. The letter concludes "... it is the Board's position that a 5:30 AM freight departure from Woods Hole presents an unreasonable burden to our community. We implore you to give serious consideration to changing the first freight departure to 6:30 AM for calendar year 2018 and thereafter."

The letter referenced a 1999 joint resolution of Vineyard and Falmouth selectmen requesting that the Steamship Authority change the departure of the first freight boat from Woods Hole to Martha's Vineyard from 6 to 7 AM.

"It shall be the policy of the Steamship Authority Board of Governors to reduce, as soon as possible but no later than May 2000, freight traffic levels through the port of Woods Hole to at least those of 1997 (65,172 trucks); and to permanently maintain or further reduce such levels," the resolution states. It further requests that any trucks exceeding that number



"I

fuel trucks and 53-foot-long semi-trailer trucks entering Falmouth at 4:45 AM and maneuvering to load at Woods Hole terminal is simply not possible.

The Steamship Authority continues to insist on its need to disrupt the sleep of Falmouth residents beginning at 4:45 AM.

The Authority should instead focus on the hard work of supplementing its increasingly overburdened freight link to the Vineyard with a New Bedford route.

The Steamship Authority's current approach of refusing to re-schedule its 5:30 AM freight boat from Woods Hole is heartless and unconscionable.

Nathaniel Trumbull
Church Street
Woods Hole

It Must End

March 15, Vineyard from 6 to 7 AM.

"It shall be the policy of the Steamship Authority Board of Governors to reduce, as soon as possible but no later than May 2000, freight traffic levels through the port of Woods Hole to at least those of 1997 (65,172 trucks); and to permanently maintain or further reduce such levels," the resolution states. It further requests that any trucks exceeding that number be routed through New Bedford.

In 2016 the Steamship Authority carried 131,571 trucks through the port of Woods Hole. More than 500 trucks a day pass through the port of Woods Hole on some days. The continuing growth of the number of those trucks is extraordinary (see www.woodshole.net).

Steamship Authority general counsel Steven Sayers stated last week at the Steamship Board of Governors meeting on Nantucket: "At the [June 20] public hearing, which we all attended, I think you will agree with me that we did not hear many complaints about our current operations at the WH Terminal itself in the early morning."

Yet the very first speaker of the

dened freight link to the Vineyard with a New Bedford route.

The Steamship Authority's current approach of refusing to reschedule its 5:30 AM freight boat from Woods Hole is heartless and unconscionable.

Nathaniel Trumbull
Church Street
Woods Hole

It Must End

I'm sorry I missed the selectmen's meeting that dealt with the turbine issue, but I've heard enough from otherwise well-meaning environmentalists who seem to be heartless and oblivious to the terrible impact the turbines are having on our community.

I love green energy, I love the solar field, I love technological progress that creates harmony between people and planet. But the pain these turbines are causing all of us must be stopped.

The location of these turbines was never carefully considered by the state bureaucrats nor our own board of selectmen, who appear lured into a trap of seemingly free money.

Over and over, externalities

our current operations at the WH Terminal itself in the early morning.”

Yet the very first speaker of the public hearing, an abutter of the Woods Hole Terminal, spoke about noise at the Woods Hole Terminal beginning at 4:30 AM and how it disrupts her sleep.

Another abutter compared in a critical way how the Steamship Authority works with neighbors about noise complaints with that of the Coast Guard base. In my testimony as a neighbor, I stated that noise mitigation efforts at the terminal in the last year and a half have been only about 5 percent effective in reducing early morning noise.

The Steamship Authority announced last week a new policy that calls for morning trucks to arrive at Woods Hole terminal no more than 45 minutes before their scheduled freight boat. Trucks without reservations will be allowed to arrive only at 6:30 AM.

But these measures are superficial. They do not address the fundamental problem.

Noise mitigation of 80,000-pound

own board of selectmen, who appear lured into a trap of seemingly free money.

Over and over, externalities and collateral damage, like those from our endless wars, are ignored by the “deciders.” Don’t we have enough of that from the White House and political hacks in Congress? We in Falmouth shouldn’t be subjected to the same dangerous ideology here at home that places money over people’s lives. Support for the turbines may come from respected and well-educated members of our own community, but doesn’t alter the fact that continuing the arguments, bickering and obtuseness has become absurd and truly sickening.

Last week’s letter about Freight-Friends gave it satirical form, but we know the point was never that all this nonsense is funny. It’s not, it’s sad, it’s intolerable. Selectmen and-women, for the sake of all of us, move on. Drop the court cases, the litigiousness and stubbornness that’s costing not only dollars better spent on schools and other social needs, but a peaceful, united, progressive and

Steve Sayers

From: Heather Rose
Sent: Thursday, June 29, 2017 8:06 AM
To: Wayne Lamson; Mark Rozum; Robert Davis
Subject: Customer Feedback

This email was sent to Wayne Lamson, Mark Rozum and Bob Davis.
It was assigned to Wayne Lamson.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 162847

For Your Information

Date Reported	Status	Subject	Related To
06/28/2017	Open	Complaint	Woods Hole Terminal
Comment			
As a resident of Woods Hole, I object to the 5:30am run.I second all the complaints voiced at the recent public meeting. Especially the poor family that has trucks idling for an HOUR in front of their home. Such pollution!!!! That should NEVER happen. Please give more consideration to the village. Thank you			

Name	Phone	eMail Address
Jane Vose		jfvose@yahoo.com
Address Line 1	Address Line 2	
City	State	Zip
Woods Hole MA		

You may not disclose any information regarding any customer (such as a customer's name, address, email address, telephone number, and/or other identifying information) except as is necessary and appropriate to investigate and respond to a customer's comment in connection with the conduct of the SSA's operations. You also may not disclose any personnel information regarding any SSA employee (such as employment applications, employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

An Obvious Solution

Thanks to Phil Richardson's letter of June 30, there appears to be some hope for an equitable resolution to the "extreme noise and danger of hazmat and other trucks barreling down Woods Hole Road."

His research supports the sensible and "obvious" solution: to use New Bedford. It seems that the Steamship Authority has been disregarding the enabling act given it by the Commonwealth in 1960, whereby its operation is required to benefit the "people of the commonwealth," which includes Falmouth and Woods Hole, not just the islands.

Joan R. Wickersham

Ships Watch
Falmouth

APPENDIX D

2018
Martha's Vineyard

01/05/2018 - 03/14/2018

	TRIP		LV WH	DUE VH		VESSEL	TRIP	LV VH	DUE WH		
Daily						WH/NAN/MAR	6	6:00 AM	6:45 AM		
Mon-Fri	5	***	6:00 AM	6:45 AM		IHM/WH					
Daily						IHM/WH	8	7:00 AM	7:45 AM		
Mon-Fri	203	%	6:30 AM	7:15 AM	HAZ	KAT	204	%	7:30 AM	8:15 AM	HAZ/Wed
Daily	7		7:00 AM	7:45 AM		WH/NAN/MAR	10	8:15 AM	9:00 AM		
Daily	9		8:15 AM	9:00 AM		IHM/WH	12	9:30 AM	10:15 AM		
Daily	207		8:35 AM	9:20 AM	HAZ M-F	KAT	208		9:50 AM	10:35 AM	HAZ M-F
Daily	11		9:30 AM	10:15 AM		WH/NAN/MAR	14	10:45 AM	11:30 AM		
Daily	13		10:45 AM	11:30 AM		IHM/WH	16	12:00 PM	12:45 PM		
Daily	211		11:05 AM	11:50 AM		KAT	212		12:20 PM	1:05 PM	HAZ M-F
Daily	15		12:00 PM	12:45 PM		WH/NAN/MAR	18	1:15 PM	2:00 PM		
Daily	17		1:15 PM	2:00 PM		IHM/WH	20	2:30 PM	3:15 PM		
Daily	215		1:35 PM	2:20 PM	HAZ/Wed	KAT	216		2:50 PM	3:35 PM	
Daily	19		2:30 PM	3:15 PM		WH/NAN/MAR	22	3:45 PM	4:30 PM		
Daily	21		3:45 PM	4:30 PM		IHM/WH	24	5:00 PM	5:45 PM		
Daily	219		4:05 PM	4:50 PM		KAT	220		5:20 PM	6:05 PM	
Daily	23		5:00 PM	5:45 PM		WH/NAN/MAR	26	6:15 PM	7:00 PM		
Daily	25		6:15 PM	7:00 PM		IHM/WH	28	7:15 PM	8:00 PM		
	223	#	6:30 PM	7:15 PM		KAT	224	#	7:30 PM	8:15 PM	
Daily	27		7:30 PM	8:15 PM		WH/NAN/MAR					
F,S,S & H						WH/NAN/MAR	30	**	8:30 PM	9:15 PM	
Daily	29		8:30 PM	9:15 PM		IHM/WH					
Sun-Thurs						IHM/WH	32	****	9:30 PM	10:15 PM	
	227	#	8:45 PM	9:30 PM		KAT	228	#	9:45 PM	10:30 PM	
F,S,S & H	31	**	9:45 PM	10:30 PM		WH/NAN/MAR					

M/V Island Home 1/5/18 to 1/10/18

M/V Woods Hole 1/5/18 to 1/10/18

M/V Woods Hole 1/11/18 to 3/14/18

M/V Nantucket 1/11/18 to 3/2/18

M/V Martha's Vineyard 3/3/18 to 3/14/18

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

** Operates Fridays, Saturdays, Sundays & Holidays (01/15 & 02/19)

*** Operates Monday thru Friday

**** Operates Sunday thru Thursday

% **Trips 203 and 204 are not** scheduled to operate on Saturdays and Sundays, however these trips are available to operate if needed.

Unscheduled freight trips available to operate, if needed.

M/V Woods Hole or
M/V Nantucket or
M/V Martha's Vineyard

Triple crew - Operates Monday thru Thursday from 6:00am to 8:15pm and
Fridays, Saturdays, Sundays and Holidays from 6:00am to 10:30pm.

M/V Island Home or
M/V Woods Hole

Triple crew - Operates Monday thru Thursday from 6:00am to 10:15pm,
Operates Friday from 6:00am to 9:15pm,
Operates Saturday from 7:00am to 9:15pm,
Operates Sunday from 7:00am to 10:15pm.

M/V Katama

Triple crew - **Operates Monday thru Friday from 6:30am to 6:05pm.**
Operates Saturdays and Sundays from 8:35am to 6:05pm

**2018
Martha's Vineyard**

03/15/2018 - 04/01/2018

	TRIP		LV WH	DUE VH		VESSEL	TRIP		LV VH		DUE WH
Mon-Sat						KAT/WH	200	**	5:30 AM		6:15 AM HAZ/Wed
Daily						MAR	6		6:00 AM		6:45 AM
Daily	5		6:00 AM	6:45 AM		WH/IHM	8		7:00 AM		7:45 AM
Mon-Sat	203	**	6:30 AM	7:15 AM	HAZ/M-Sat	KAT/WH					
Daily						KAT/WH	204		7:30 AM		8:15 AM
Daily	7		7:00 AM	7:45 AM		MAR	10		8:15 AM		9:00 AM
Daily	9		8:15 AM	9:00 AM		WH/IHM	12		9:30 AM		10:15 AM
Daily	207	%	8:35 AM	9:20 AM	HAZ/M-F	KAT/WH	208		9:50 AM		10:35 AM HAZ/M-Sat
Daily	11		9:30 AM	10:15 AM		MAR	14		10:45 AM		11:30 AM
Daily	13		10:45 AM	11:30 AM		WH/IHM	16		12:00 PM		12:45 PM
Daily	211		11:05 AM	11:50 AM		KAT/WH	212	%	12:20 PM		1:05 PM HAZ/M-F
Daily	15		12:00 PM	12:45 PM		MAR	18		1:15 PM		2:00 PM
Daily	17		1:15 PM	2:00 PM		WH/IHM	20		2:30 PM		3:15 PM
Daily	215		1:35 PM	2:20 PM	HAZ/Wed	KAT/WH	216		2:50 PM		3:35 PM
Daily	19		2:30 PM	3:15 PM		MAR	22		3:45 PM		4:30 PM
Daily	21		3:45 PM	4:30 PM		WH/IHM	24		5:00 PM		5:45 PM
Daily	219		4:05 PM	4:50 PM		KAT/WH	220		5:20 PM		6:05 PM
Daily	23		5:00 PM	5:45 PM		MAR	26		6:15 PM		7:00 PM
Daily	25		6:15 PM	7:00 PM		WH/IHM	28		7:15 PM		8:00 PM
Daily	223		6:30 PM	7:15 PM		KAT/WH					
Fri & Sun						KAT/WH	224	***	7:30 PM		8:15 PM
Daily	27		7:30 PM	8:15 PM		MAR	30		8:30 PM		9:15 PM
Daily	29		8:30 PM	9:15 PM		WH/IHM	32		9:30 PM		10:15 PM
Fri & Sun	227	***	8:45 PM	9:30 PM		KAT/WH					
Daily	31		9:45 PM	10:30 PM		MAR					

M/V Woods Hole 3/15/18 to 3/23/18
M/V Katama 3/15/18 to 3/23/18

M/V Island Home 3/24/18 to 4/1/18
M/V Woods Hole 3/24/18 to 4/1/18

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

**** Unscheduled freight trips on Sundays are available to operate if needed.**

***** Unscheduled freight trips on Mondays thru Thursdays and Saturdays are available to operate if needed.**

% Trips 207 and 212 may operate as Hazardous on Mondays thru Fridays, if needed.

M/V Martha's Vineyard Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Woods Hole or
M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Katama or
M/V Woods Hole Triple crew - Operates Monday thru Thursday and Saturdays from 5:30am to 7:15pm,
Fridays from 5:30am to 9:30pm and Sundays from 7:30am to 9:30pm.

**2018
Martha's Vineyard**

04/02/2018 - 05/10/2018

	TRIP		LV WH	DUE VH		VESSEL	TRIP		LV VH		DUE WH	
Mon-Sat						WH	200	**	5:30 AM		6:15 AM	HAZ/Wed
Daily						MAR	6		6:00 AM		6:45 AM	
Daily	5		6:00 AM	6:45 AM		IHM	8		7:00 AM		7:45 AM	
Mon-Sat	203	**	6:30 AM	7:15 AM	HAZ/M-Sat	WH						
Daily						WH	204		7:30 AM		8:15 AM	
Daily	7		7:00 AM	7:45 AM		MAR	10		8:15 AM		9:00 AM	
Daily	9		8:15 AM	9:00 AM		IHM	12		9:30 AM		10:15 AM	
Daily	207		8:35 AM	9:20 AM		WH	208		9:50 AM		10:35 AM	HAZ/M-Sat
Daily	11		9:30 AM	10:15 AM		MAR	14		10:45 AM		11:30 AM	
Daily	13		10:45 AM	11:30 AM		IHM	16		12:00 PM		12:45 PM	
Daily	211		11:05 AM	11:50 AM		WH	212		12:20 PM		1:05 PM	
Daily	15		12:00 PM	12:45 PM		MAR	18		1:15 PM		2:00 PM	
Daily	17		1:15 PM	2:00 PM		IHM	20		2:30 PM		3:15 PM	
Daily	215		1:35 PM	2:20 PM	HAZ/Wed	WH	216		2:50 PM		3:35 PM	
Daily	19		2:30 PM	3:15 PM		MAR	22		3:45 PM		4:30 PM	
Daily	21		3:45 PM	4:30 PM		IHM	24		5:00 PM		5:45 PM	
Daily	219		4:05 PM	4:50 PM		WH	220		5:20 PM		6:05 PM	
Daily	23		5:00 PM	5:45 PM		MAR	26		6:15 PM		7:00 PM	
Daily	25		6:15 PM	7:00 PM		IHM	28		7:15 PM		8:00 PM	
Daily	223		6:30 PM	7:15 PM		WH						
Fri & Sun						WH	224	***	7:30 PM		8:15 PM	
Daily	27		7:30 PM	8:15 PM		MAR	30		8:30 PM		9:15 PM	
Daily	29		8:30 PM	9:15 PM		IHM	32		9:30 PM		10:15 PM	
Fri & Sun	227	***	8:45 PM	9:30 PM		WH						
Daily	31		9:45 PM	10:30 PM		MAR						

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

* Operates Fridays, Saturdays, Sundays & Holidays (04/16)

** Unscheduled freight trips on Sundays are available to operate if needed.

*** Unscheduled freight trips on Mondays thru Thursdays and Saturdays are available to operate if needed.

M/V Martha's Vineyard Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole Triple crew - Operates Monday thru Thursday and Saturdays from 5:30am to 7:15pm,
Fridays from 5:30am to 9:30pm and Sundays from 7:30am to 9:30pm.

APPENDIX E

**2018
Martha's Vineyard**

05/11/2018 - 06/18/2018

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					KAT/WH	200	5:30 AM		6:15 AM
Daily					MAR/NAN	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM
Daily	5	6:00 AM	6:45 AM		IHM/NAN	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat	KAT/WH	204	7:30 AM		8:15 AM HAZ/Wed
Daily	7	7:00 AM	7:45 AM		MAR/NAN	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM/NAN	12	9:30 AM		10:15 AM
Daily	207	8:35 AM	9:20 AM		KAT/WH	208	9:50 AM		10:35 AM HAZ/M-Sat
Daily	11	9:30 AM		10:15 AM	MAR/NAN	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM/NAN	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	KAT/WH	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	MAR/NAN	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM/NAN	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	KAT/WH	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	MAR/NAN	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM/NAN	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	KAT/WH	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	MAR/NAN	26		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM/NAN	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT/WH				
F,S,S&H	223				KAT/WH	224	** 7:30 PM		8:15 PM
Daily	27	7:30 PM	8:15 PM		MAR/NAN	30	8:30 PM		9:15 PM
F,S,S&H	225	** 7:45 PM	8:30 PM		GOV	226	** 8:45 PM		9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM/NAN	32	9:30 PM		10:15 PM
F,S,S&H	227	** 8:45 PM	9:30 PM		KAT/WH				
Daily	31	9:45 PM	10:30 PM		MAR/NAN				

M/V Martha's Vineyard 05/11/18 - 05/16/18 & 05/23/18 - 06/18/18

M/V Island Home 05/11/18 - 06/12/18

M/V Katama 05/11/18 - 05/22/18

M/V Nantucket 05/17/18 - 05/22/18

M/V Nantucket 06/13/18 - 06/18/18

M/V Woods Hole 05/23/18 - 06/18/18

** Operates Fridays, Saturdays, Sundays & Holidays (5/28)

Bold indicates freight vessel - limited passenger capacity

** Unscheduled freight trips available to book, if necessary

Freight vessel trips will not appear on pocket schedules or color brochure

M/V Martha's Vineyard or
M/V Nantucket

triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home or
M/V Nantucket

triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Katama or
M/V Woods Hole

triple crew - Operates Monday thru Thursday from 5:30am to 7:15pm,
Fridays, Saturdays, Sundays and Holidays from 5:30am to 9:30pm.

M/V Governor

triple crew - Operates Monday thru Thursday from 5:30am to 7:15pm,
Fridays, Saturdays, Sundays and Holidays from 5:30am to 9:30pm.

**2018
Martha's Vineyard**

06/19/2018 - 09/07/2018

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					NAN	200	5:30 AM		6:15 AM
Daily					MAR	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM	HAZ/M-Sat	GOV	202	6:30 AM		7:15 AM HAZ/Wed
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM		NAN	204	7:30 AM		8:15 AM
Daily	7	7:00 AM	7:45 AM		MAR	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM	HAZ/M-FRI	GOV	206	8:35 AM		9:20 AM HAZ/M-Sat
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM		9:20 AM	NAN	208		9:50 AM	10:35 AM
Daily	11	9:30 AM		10:15 AM	MAR	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM HAZ/M-FRI
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	NAN	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	MAR	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	NAN	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	MAR	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	NAN	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	MAR	26		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
F,S,S	223	6:30 PM		7:15 PM	NAN	224		7:30 PM	8:15 PM
M-TH	223	6:30 PM	7:15 PM		NAN	224	**	7:30 PM	8:15 PM
Daily	27	7:30 PM		8:15 PM	MAR	30		8:30 PM	9:15 PM
F,S,S	225	**	7:45 PM	8:30 PM	GOV	226	**	8:45 PM	9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
F,S,S	227	**	8:45 PM	9:30 PM	NAN				
Daily	31	9:45 PM	10:30 PM		MAR				

Bold indicates freight vessel - limited passenger capacity

Trips 201, 206 to operate as hazardous 07/04 & 09/03

****Unscheduled trips on Mon, Tues, Wed & Thurs that are available to book, if necessary**

Freight vessel trips will not appear on pocket schedules or color brochure

M/V Martha's Vineyard	triple crew - Operates 7 days a week from 6:00am - 10:30pm.
M/V Island Home	triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Governor	triple crew - Operates Monday thru Thursday from 5:30am to 7:15pm, Fridays, Saturdays, Sundays and Holidays from 5:30am to 9:30pm.
M/V Nantucket	triple crew - Operates Monday thru Thursday from 5:30am to 7:15pm, Fridays, Saturdays, Sundays and Holidays from 5:30am to 9:30pm.

**2018
Martha's Vineyard**

09/08/2018 - 10/22/2018

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
					SAN	200	5:30 AM		6:15 AM
Daily					NAN/MAR	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat	SAN	204	7:30 AM		8:15 AM
Daily	7	7:00 AM	7:45 AM		NAN/MAR	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM	9:20 AM		SAN	208	9:50 AM		10:35 AM
Daily	11	9:30 AM		10:15 AM	NAN/MAR	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	SAN	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	NAN/MAR	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	SAN	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	NAN/MAR	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	SAN	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	NAN/MAR	26		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		SAN				
					SAN	224	** 7:30 PM		8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN/MAR	30	8:30 PM		9:15 PM
	225	** 7:45 PM	8:30 PM		GOV	226	** 8:45 PM		9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
	227	** 8:45 PM	9:30 PM		SAN				
Daily	31	9:45 PM	10:30 PM		NAN/MAR				

M/V Nantucket 09/08/18 - 10/19/18

M/V Martha's Vineyard 10/20/18 - 10/22/18

Bold indicates freight vessel - limited passenger capacity

**** Unscheduled freight trips available to book, if necessary**

Freight vessel trips will not appear on pocket schedules or color brochure

M/V Nantucket or
M/V Martha's Vineyard

triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Governor

triple crew - Operates 7 days a week from 5:30am - 9:30pm.

M/V Sankaty

triple crew Operates 7 days a week from 5:30am - 9:30pm.

APPENDIX F

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries
from Woods Hole Each Business Day (non-holiday weekdays) during June, July and August 2016**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Island Home	14.0	0.0	6.3	5.4	2.1	2.2	0.0	0.2	0.5	78.0%
7:00 a.m.	Martha's Vineyard	19.0	0.3	7.5	2.5	0.6	2.9	0.0	0.5	2.3	93.3%
8:15 a.m.	Island Home	34.7	0.2	7.5	4.0	0.8	1.0	0.1	1.2	6.2	95.0%
9:30 a.m.	Martha's Vineyard	36.7	0.2	5.0	2.3	1.3	0.1	0.0	1.9	20.3	97.4%
10:45 a.m.	Island Home	44.7	0.2	3.3	0.7	0.6	1.5	0.1	2.2	13.1	95.6%
12:00 noon	Martha's Vineyard	41.8	0.3	3.3	1.0	0.4	0.9	0.0	1.3	13.2	98.4%
1:15 p.m.	Island Home	50.5	0.3	3.6	0.6	0.2	0.3	0.1	0.9	7.6	97.1%
2:30 p.m.	Martha's Vineyard	43.7	0.5	3.8	0.9	0.5	0.4	0.0	1.2	4.2	98.6%
3:45 p.m.	Island Home	48.6	0.6	5.0	0.5	0.7	0.1	0.0	0.8	3.2	94.5%
5:00 p.m.	Martha's Vineyard	42.8	0.5	5.5	0.6	0.1	0.5	0.0	0.8	3.0	97.8%
6:15 p.m.	Island Home	44.9	0.3	5.5	0.7	0.1	1.1	0.1	0.9	2.4	93.1%
7:30 p.m.	Martha's Vineyard	40.0	0.2	5.4	0.7	0.1	0.4	0.0	0.8	2.5	92.8%
8:30 p.m.	Island Home	38.7	0.3	5.4	0.5	0.1	0.0	0.0	0.4	2.4	77.0%
9:45 p.m.	Martha's Vineyard	24.7	0.2	3.3	0.4	0.1	0.0	0.0	0.4	1.7	58.7%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips
from Woods Hole Each Business Day (non-holiday weekdays) during June, July and August 2016**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Governor	0.5	0.0	0.3	6.4	2.7	2.0	0.4	0.0	0.2	90.4%
* 6:30 a.m.	Woods Hole	0.0	0.0	0.4	2.6	1.2	6.3	0.2	0.0	0.1	90.2%
7:30 a.m.	Governor	1.2	0.2	1.3	5.8	0.9	2.7	0.1	0.2	0.4	84.6%
8:30 a.m.	Woods Hole	14.9	0.0	4.2	1.4	0.7	2.7	0.1	0.5	2.8	83.9%
9:45 a.m.	Governor	7.5	0.3	1.7	4.8	1.7	1.0	0.2	0.2	1.5	92.4%
11:00 a.m.	Woods Hole	24.8	0.3	3.3	1.0	0.3	1.9	0.0	0.4	6.0	88.6%
12:15 p.m.	Governor	23.9	0.8	2.8	1.0	0.3	1.8	0.1	0.2	1.3	89.9%
1:30 p.m.	Woods Hole	32.0	0.8	4.0	1.7	0.4	0.8	0.0	0.3	2.8	99.6%
** 2:45 p.m.	Governor	24.8	0.7	3.1	2.0	0.7	1.0	0.1	0.2	1.0	93.3%
4:00 p.m.	Woods Hole	34.8	0.7	4.8	0.9	0.4	0.3	0.0	0.3	1.2	98.5%
5:15 p.m.	Governor	28.1	0.5	4.2	1.4	0.4	1.2	0.0	0.3	0.9	89.9%
6:30 p.m.	Woods Hole	26.8	0.6	4.1	0.5	0.0	0.8	0.0	0.2	1.3	79.8%
*** 7:45 p.m.	Governor	27.5	0.3	3.6	0.5	0.1	0.3	0.0	0.3	1.0	73.5%
**** 8:45 p.m.	Woods Hole	25.0	0.1	2.8	0.3	0.0	0.0	0.0	0.3	0.9	61.1%

Note: The Katama operated instead of the Woods Hole from June 1 through June 16, 2016.

* The Woods Hole's 6:30 a.m. trip from Woods Hole was a hazardous cargo trip on all business days during June, July and August 2016.

** The Woods Hole's 2:45 p.m. trip from Woods Hole was a hazardous cargo trip on Wednesdays during June, July and August 2016.

*** The Governor's 7:45 p.m. trip from Woods Hole ran only 32 of the 65 business days during June, July and August 2016.

**** The Woods Hole's 8:45 p.m. trip from Woods Hole ran only 20 of the 65 business days during June, July and August 2016

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries
from Martha's Vineyard Each Business Day (non-holiday weekdays) during June, July and August 2016**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Martha's Vineyard	23.4	0.2	5.9	1.1	0.8	1.7	0.0	0.3	0.5	81.9%
7:00 a.m.	Island Home	44.4	0.4	7.4	0.5	0.2	0.3	0.0	0.5	1.1	91.8%
8:15 a.m.	Martha's Vineyard	43.0	0.1	5.0	0.8	0.2	0.2	0.0	0.6	2.0	98.5%
9:30 a.m.	Island Home	45.7	0.1	4.9	1.4	0.2	0.2	0.0	1.3	3.5	94.8%
10:45 a.m.	Martha's Vineyard	44.1	0.4	3.7	0.6	0.1	0.0	0.0	1.0	4.5	98.6%
12:00 noon	Island Home	47.0	0.6	5.0	2.0	0.6	0.2	0.1	0.9	4.4	97.1%
1:15 p.m.	Martha's Vineyard	35.1	0.3	3.5	2.4	0.7	1.0	0.0	0.6	4.0	98.0%
2:30 p.m.	Island Home	38.5	0.2	4.6	4.0	1.4	0.1	0.3	1.0	3.4	95.3%
3:45 p.m.	Martha's Vineyard	31.6	0.2	5.6	1.9	1.2	0.2	0.0	1.3	11.0	91.0%
5:00 p.m.	Island Home	37.2	0.4	6.1	2.7	0.9	0.1	0.1	1.3	7.1	91.4%
6:15 p.m.	Martha's Vineyard	28.3	0.3	3.8	1.9	0.2	0.0	0.0	1.0	14.5	74.9%
7:15 p.m.	Island Home	28.9	0.3	3.7	1.2	0.5	1.0	0.2	0.8	5.3	69.6%
8:30 p.m.	Martha's Vineyard	24.0	0.2	2.6	0.8	0.1	0.4	0.0	0.4	10.5	60.7%
9:45 p.m.	Island Home	15.6	0.1	2.4	0.5	0.1	0.2	0.0	0.2	1.8	34.5%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips
from Martha's Vineyard Each Business Day (non-holiday weekdays) during June, July and August 2016**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Woods Hole	17.0	0.4	6.2	0.7	1.5	2.4	0.0	0.1	0.2	92.9%
6:30 a.m.	Governor	4.0	0.5	1.3	2.4	1.1	2.7	0.0	0.0	0.2	80.9%
* 7:30 a.m.	Woods Hole	22.5	0.3	3.6	0.4	0.9	2.4	0.0	0.1	0.2	91.5%
8:30 a.m.	Governor	7.0	0.3	1.6	1.8	0.9	3.0	0.0	0.1	0.0	89.4%
** 9:45 a.m.	Woods Hole	0.2	0.1	0.3	0.8	0.6	7.2	0.2	0.0	0.0	85.6%
11:00 a.m.	Governor	8.1	0.2	1.8	3.0	0.9	3.5	0.1	0.2	0.6	97.2%
12:15 p.m.	Woods Hole	29.1	0.3	4.0	1.3	0.8	2.0	0.0	0.4	1.6	98.2%
1:30 p.m.	Governor	17.6	0.2	2.6	1.6	0.2	3.8	0.0	0.3	0.5	98.9%
2:45 p.m.	Woods Hole	24.0	0.2	4.2	4.1	2.2	0.3	0.0	0.4	2.7	99.8%
4:00 p.m.	Governor	19.9	0.3	5.1	4.5	0.9	0.9	0.2	0.4	0.8	99.4%
5:15 p.m.	Woods Hole	25.0	0.4	4.6	4.4	0.8	0.1	0.0	0.7	7.9	93.2%
6:30 p.m.	Governor	23.6	0.6	4.9	2.2	0.7	0.2	0.5	0.4	1.2	86.3%
*** 7:30 p.m.	Woods Hole	26.2	0.1	3.7	0.4	0.1	0.0	0.0	0.3	2.9	68.7%
**** 8:45 p.m.	Governor	21.7	0.3	3.7	0.5	0.3	0.3	0.0	0.2	0.3	71.1%

Note: The Katama operated instead of the Woods Hole from June 1 through June 16, 2016.

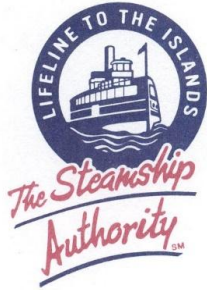
* The Woods Hole's 7:30 a.m. trip from Vineyard Haven was a hazardous cargo trip on Wednesdays during June, July and August 2016.

* The Woods Hole's 9:45 a.m. trip from Oak Bluffs was a hazardous cargo trip on all business days during June, July and August 2016.

** The Woods Hole's 7:30 p.m. trip from Martha's Vineyard ran only 21 of the 65 business days during June, July and August 2016.

*** The Governor's 8:45 p.m. trip from Martha's Vineyard ran only 27 of the 65 business days during June, July and August 2016

APPENDIX G



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

April 21, 2016

Dear Members of the Public:

At the regular monthly meeting of the Steamship Authority's governing Board on April 19, 2016, the SSA's staff provided the Board with the following Preliminary Report on the Feasibility of Providing Freight Service between New Bedford and Martha's Vineyard, dated April 12, 2016. We expect that both the Board and the SSA's Port Council will be discussing this report at their meetings over the next several months.

Also at their April 19, 2016 meeting, the Board asked the staff to provide copies of the report to the appropriate public officials of all the municipalities that could be affected by a freight ferry service between New Bedford and Martha's Vineyard, as well as all other interested persons who might be affected by the service, and to solicit their comments and suggestions.

If you would like to comment on the report, or make any suggestions about any potential freight ferry service between New Bedford and Martha's Vineyard, we encourage you to do so at your earliest convenience. Please feel free to send your comments and suggestions by email to me. My email address is wlamson@steamshipauthority.com. We will make certain to forward your comments and suggestions to the Port Council and the Board for their consideration.

Very truly yours,

Wayne C. Lamson
General Manager



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

PRELIMINARY REPORT ON THE FEASIBILITY OF PROVIDING FREIGHT SERVICE BETWEEN NEW BEDFORD AND MARTHA'S VINEYARD

April 12, 2016

The staff's goal in preparing this preliminary report is to identify various alternatives for providing a freight ferry service between New Bedford and Martha's Vineyard, to describe how each of those alternatives would address the concerns and needs of the traveling public and each of the SSA's interested constituent communities (Martha's Vineyard, New Bedford and Woods Hole), and to arrive at a proposed potential model for the service that has the greatest chance of success over the long term for further investigation and development.

I. BACKGROUND.

In 2000, the SSA implemented a one-year pilot program, with an option to renew that program for another year, pursuant to which Hvide Marine Incorporated (Hvide) provided freight service between New Bedford and Martha's Vineyard, unrestricted as to the type of commodities carried, two times a day, five days a week (except legal holidays), from May 1, 2000 through October 31, 2000. Hvide operated from the New Bedford State Pier, and the SSA allowed Hvide to use its Vineyard Haven terminal facilities at no charge. The SSA also assumed responsibility for making all reservations, selling all tickets, and collecting all ticket proceeds, and paid Hvide \$1,484,500 (including a fuel adjustment charge) to provide the service that year.

By October 31, 2000, Hvide had carried a total of 1,900 trucks on a one-way basis between New Bedford and Martha's Vineyard, or an average of 14.5 trucks carried on a one-way basis each day. Only around 100 of the 1,900 trucks were carried in both directions on the ferry the same day (leaving New Bedford at 5:00 a.m. and returning at 2:00 p.m.), an average of less than one truck per day. The truck rates charged on the New Bedford-Martha's Vineyard route were in parity with the rates charged from Woods Hole, and the total revenue derived from the trucks (and associated passengers) carried on the route during 2000 was approximately \$235,000, or some \$124 per truck. The total cost of running the pilot program during 2000 was \$1,526,000 (including advertising and insurance), leaving an operating loss of approximately \$1,291,000. To put it in a little different perspective, revenues covered only around 15% of the cost of the service, and the SSA lost almost \$680 per truck carried on the route.

The New Bedford freight service in 2000 was limited to trucks 20 feet or over in length in an effort to maximize the number of larger trucks that could be carried directly to and from New Bedford and therefore reduce, to the fullest extent possible, the number of larger trucks traveling through Woods Hole. The SSA subsequently exercised its option to have Hvide provide the same freight service during 2001, with the only change being that Hvide was required to begin the service earlier in the year, on April 2, 2001, and to continue it later, through November 30, 2001, for the same \$1,548,750 in compensation called for in the agreement (equal to its base compensation for the year 2000 plus five percent). In 2001, the SSA also accepted reservations for commercial vehicles under 20 feet in length in order to encourage better utilization of the service.

During 2001, a total of 3,030 trucks (including 322 trucks less than 20 feet in length) were carried on a one-way basis between New Bedford and Martha's Vineyard, for an average of 18 trucks per day on a one-way basis. Total revenues derived from the trucks (and associated passengers) were \$352,470, or around \$116 per truck. The total cost of providing the service was \$1,595,000, leaving an operating loss of approximately \$1,242,500. Thus, even during the second year of the service, revenues covered only around 22% of its cost, and the SSA lost around \$410 per truck carried on the route.

At the SSA's October 18, 2001 meeting, the Members voted to have the SSA provide freight service itself between New Bedford and Martha's Vineyard the following year from May 2, 2002 through September 25, 2002, contingent upon being able to enter into a satisfactory agreement with the City of New Bedford for the use of the New Bedford State Pier. However, for the following five months the City of New Bedford and the New Bedford Harbor Development Commission failed to respond to repeated requests from the SSA for permission to use the New Bedford State Pier. As a result, on March 14, 2002, the SSA had to cancel the New Bedford freight service that it had proposed to operate itself during the 2002 summer season.

In 2012, the staff again analyzed whether it would be financially feasible for the SSA to provide freight service between New Bedford and Martha's Vineyard and ultimately concluded that it would not, not even during the peak summer months. The analysis was based on a number of different variables, including the number of days the service would operate per week, the length of the vessel's operating day and the frequency of service.

The staff estimated that the total incremental operating cost of the alternative New Bedford schedules from late June through early September ranged from \$412,000 to \$958,000 per year (not including any potential fees associated with the use of the New Bedford State Pier or any share of fixed costs such as marine insurance, depreciation or certain vessel maintenance expenses). In order to pay for itself, the service would have had to generate the same amount of revenues in addition to the revenues the SSA was then receiving from its Woods Hole-Martha's Vineyard service, and the staff concluded that it would be unlikely that the estimated incremental cost of the service would be offset by whatever additional revenues might be generated by the service (such as through higher tariff rates for the service). The service also would have required the SSA to use the only spare vessel it then had available to substitute for one of its other vessels during the

summer in the event one of those other vessels had to be taken out of service due to mechanical or other problems.

At the SSA's October 20, 2015 meeting, Falmouth Member Elizabeth S. Gladfelter asked the staff to revisit the possibility of the SSA providing freight service itself between New Bedford and Martha's Vineyard, given that fuel is not as expensive now as it was in 2012. Ms. Gladfelter stated that her desire was for the staff to investigate all of the options that might be feasible for providing freight service between New Bedford and Martha's Vineyard, using all of the available resources. New Bedford Member Moira E. Tierney similarly stated that the staff should investigate whatever it takes to make it happen, which General Counsel Steven M. Sayers noted would include finding out under what free market conditions a private operator would be willing to provide the service, on the understanding that it would be financially viable without costing the SSA anything and thus become part of a stable transportation network.

At the SSA's December 15 2015 meeting, General Manager Wayne C. Lamson presented the Members with an outline of issues regarding potential freight service between New Bedford and Martha's Vineyard, observing that many policy questions will need to be answered by the SSA, such as whether the freight service should be year-round or seasonal, whether it should be self-supporting, whether certain shippers or commodities should be required to use the service, what types of vehicles should be allowed to use the service, and what sources of funding might be available for the service.

Mr. Lamson noted that additional policy matters would need to be decided if the SSA were to provide the freight service instead of licensing a private operator to do it, such as whether the SSA should decrease the number of truck spaces that are available on trips between Woods Hole and Martha's Vineyard and whether the SSA should use its "spare" vessel to provide the service. But Mr. Lamson observed that, even if the SSA were to have a private operator provide the service, a number of policy questions will still need to be decided, such as whether the SSA should work with only one operator or issue a request for proposals, whether the SSA should allow the private operator to use the SSA's facilities, whether the SSA should be responsible for the private operator's reservations and tickets, whether the SSA should determine what rates and fares the private operator can charge, and who should assume the financial risk of the service, the SSA or the private operator.

II. VESSEL AND SERVICE SCHEDULE ALTERNATIVES.

The SSA can choose among several basic service schedules for a freight ferry service between New Bedford and Martha's Vineyard, depending upon whether it provides the service itself with its own vessel, or whether it provides the service with a chartered vessel, or whether it allows a private carrier to provide the service under a license from the SSA.

A. The SSA providing the service with its own vessel.

1. If the SSA were to provide the service with its own vessel, it should use its spare freight boat.

The staff would not recommend that the SSA acquire another vessel in the near future in order to provide freight service between New Bedford and Martha's Vineyard. Given the SSA's pressing need to reconstruct the Woods Hole ferry terminal, relocate its General Offices and complete the mid-life refurbishment of the *M/V Martha's Vineyard*, the staff does not believe there is sufficient available bonding capacity to fund yet another vessel acquisition at this time while also ensuring that the SSA has sufficient funds for its current and anticipated capital projects, as well as the ongoing operation and maintenance of the boat line. Therefore, the staff believes that, if the SSA were to provide the freight service with one of its own vessels, the vessel used should be one the SSA already owns.

The staff also believes that the SSA should not reduce any of its current operating schedules between Woods Hole and Martha's Vineyard for the purpose of using one of the vessels on those schedules to provide freight service between New Bedford and Martha's Vineyard. The SSA's current operating schedules are well utilized by the traveling public, and eliminating trips on any of those schedules in order to provide what would necessarily be fewer trips between New Bedford and Martha's Vineyard would potentially result in an inadequate level of service for the island. In the event that there is a reduction in traffic levels between Woods Hole and Martha's Vineyard after the commencement of New Bedford freight service, the SSA can then adjust the level of service between Woods Hole and Martha's Vineyard to more closely match the then existing level of demand.

Similarly, the staff does not believe that the SSA should reduce the repair and overhaul periods for any of its vessels in order to make them available to provide freight service between New Bedford and Martha's Vineyard. After the arrival of the *M/V Woods Hole*, and assuming that the SSA continues to operate the *M/V Governor* during the summer season (allowing one of the SSA's other freight boats to be in repair during the summer), the average annual repair period will still be less than 2-½ months for each of the SSA's freight boats and around two months for each of the SSA's larger passenger/vehicle ferries. Any further reduction in the SSA's vessel repair season would jeopardize the SSA's ability to ensure that its entire fleet is adequately maintained on a regular basis.

Therefore, if the SSA were to provide New Bedford freight service with its own vessel, the staff would recommend that it use whatever “spare” freight boat it has available at that time, knowing that the “spare” freight boat may need to be used to replace another vessel that has to be taken out of scheduled service (or is delayed going back into scheduled service after its repair period) on a temporary (but possibly extended) basis. In the event there is such a need to use the “spare” freight boat to replace another vessel, the freight service between New Bedford and Martha’s Vineyard would be suspended during that time in order to maximize the number of trips that can be made to and from each island, and the SSA would need to develop a policy governing how vehicles with reservations on the cancelled trips to or from New Bedford will (or will not) be accommodated.

After the arrival of the *M/V Woods Hole* and the completion of the mid-life refurbishment of the *M/V Martha’s Vineyard*, and assuming the SSA continues to operate the *M/V Governor* during the summer season, the SSA will have a “spare” freight boat (either the *M/V Gay Head*, the *M/V Katama*, or the *M/V Sankaty*) at all times of year except from early April through late May. While the SSA thus can use that “spare” freight boat to provide New Bedford freight service for ten to eleven months a year, it also should be noted that the SSA already uses that “spare” freight boat to provide extra service during periods of peak traffic demand, including Thanksgiving weekend and August weekends when there is an increase in the number of people who are seeking to leave Martha’s Vineyard. Therefore, ideally the “spare” freight boat should remain available during those weekends of peak traffic demand so that the SSA will be able to continue to provide adequate service for the island.

2. Alternative Operating Schedules.

If the SSA were to provide the freight service with its “spare” freight boat, it could operate any one of several different schedules, depending upon whether it manned the boat with a single crew, or two single crews, or a double crew, or a triple crew. The amount of service provided by the SSA, as well as the cost of the service, would vary based upon the vessel’s manning. A one-way trip between New Bedford and Martha’s Vineyard can be scheduled to take 2-½ hours (via Quick’s Hole),¹ while a one-way trip between Woods Hole and Martha’s Vineyard can be scheduled to take 45 minutes. Generally, the vessel’s turnaround time at each destination (*i.e.*, the amount of time it takes to dock, unload, load and then cast off) is 30 minutes, although the SSA has been able to reduce the turnaround times of its freight boats to 15 minutes during those times of day when those boats carry mostly only trucks and their accompanying drivers. Based upon

¹ The staff believes that, if a freight vessel is scheduled to provide regular freight service between New Bedford and Martha’s Vineyard, it should be scheduled to sail through Quick’s Hole (as shown on the Google earth satellite photograph attached at the end of this report) rather through Woods Hole Passage. Woods Hole Passage is well known as a potentially perilous piece of water, riddled with rocks, shoals and strong tidal currents. Even though the controlling depth of its channel is ostensibly eleven to thirteen feet below mean low water, vessels drawing eight feet or more often choose to sail the passage only at slack tide, as the depth can be reduced by as much as two feet during certain sea and weather conditions.

(a) A single crew would allow the following schedule (one round trip between New Bedford and Martha's Vineyard) five days a week (Monday through Friday) within an 8-hour operating day:

This schedule would provide 10 one-way weekday trips between New Bedford and Martha's Vineyard per week.

- New Bedford – Martha's Vineyard
Martha's Vineyard – Woods Hole
Woods Hole – Martha's Vineyard
Martha's Vineyard – New Bedford

(c) Two single crews would allow the following schedule (two round trips between New Bedford and Martha's Vineyard) five days a week (Monday through Friday) within a 16-hour (or less) operating day:

New Bedford — Martha's Vineyard
Martha's Vineyard — New Bedford

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- (d) A double crew would allow the following schedule (a one-way trip from New Bedford to Martha's Vineyard, then two round trips between Martha's Vineyard and Woods Hole, and then a one-way trip back to New Bedford) seven days a week within a 12-hour operating day:

New Bedford	–	Martha's Vineyard		
		Martha's Vineyard	–	Woods Hole
		Woods Hole	–	Martha's Vineyard
		Martha's Vineyard	–	Woods Hole
		Woods Hole	–	Martha's Vineyard
		Martha's Vineyard	–	New Bedford

This schedule would provide 14 one-way trips (10 of which would be on weekdays) between New Bedford and Martha's Vineyard, as well as 28 one-way trips (20 of which would be on weekdays) between Woods Hole and Martha's Vineyard, per week.

- (e) A triple crew would allow the freight boat to make two round trips between New Bedford and Martha's Vineyard interspersed with two round trips between Martha's Vineyard and Woods Hole seven days a week within an 18-hour operating day: ²

New Bedford	–	Martha's Vineyard		
		Martha's Vineyard	–	Woods Hole
		Woods Hole	–	Martha's Vineyard
		Martha's Vineyard	–	New Bedford
New Bedford	–	Martha's Vineyard		
		Martha's Vineyard	–	Woods Hole
		Woods Hole	–	Martha's Vineyard
		Martha's Vineyard	–	New Bedford

OR

² If the SSA were able to shorten the turnaround time of the freight boat from 30 minutes to 15 minutes each time the boat docks at Martha's Vineyard and New Bedford, triple-crewing the vessel theoretically could allow the freight boat instead to make three round trips between New Bedford and Martha's Vineyard seven days a week within an 18-hour operating day. But the staff does not believe that such a daily three-round-trip schedule could consistently be maintained. Indeed, even a slight delay (which could result from any combination of vehicle loading/unloading problems, sea conditions and other causes) could prevent the vessel's watchstanding crew from being able to return to New Bedford within their maximum 12-hour watch that is mandated by the United States Coast Guard.

New Bedford	–	Martha’s Vineyard		
		Martha’s Vineyard	–	New Bedford

New Bedford	–	Martha’s Vineyard		
		Martha’s Vineyard	–	Woods Hole
		Woods Hole	–	Martha’s Vineyard
		Martha’s Vineyard	–	Woods Hole
		Woods Hole	–	Martha’s Vineyard
		Martha’s Vineyard	–	New Bedford

OR

New Bedford	–	Martha’s Vineyard		
		Martha’s Vineyard	–	Woods Hole
		Woods Hole	–	Martha’s Vineyard
		Martha’s Vineyard	–	Woods Hole
		Woods Hole	–	Martha’s Vineyard
		Martha’s Vineyard	–	New Bedford

New Bedford	–	Martha’s Vineyard		
		Martha’s Vineyard	–	New Bedford

Each of the above three schedules would provide 28 one-way trips (20 of which would be on weekdays) between New Bedford and Martha’s Vineyard, as well as 28 one-way trips (20 of which would be on weekdays) between Woods Hole and Martha’s Vineyard, per week.

3. Different Vessel Manning Costs of Alternative Operating Schedules.

The cost of manning the freight boat would obviously vary depending upon whichever operating schedule is provided. Based upon the SSA’s 2015-2016 wage and benefit rates, the approximate weekly manning costs of each of the alternative operating schedules would be as follows:

- | | | |
|-----|---|-----------|
| (a) | Single Crew with an 8-hour operating day 5 days per week | \$ 17,530 |
| (b) | Single Crew with a 10-hour operating day 5 days per week | \$ 21,390 |
| (c) | 2 Single Crews with a 16-hour (or less) operating day 5 days per week | \$ 35,060 |
| (d) | Double Crew with a 12-hour operating day 7 days per week | \$ 35,290 |
| (e) | Triple Crew with an 18-hour operating day 7 days per week | \$ 52,940 |

In order to estimate what the manning cost would be per trip, the weekly manning costs can be divided by the number of trips that each different operating schedule would provide per week. In addition, because a one-way trip between New Bedford and Martha's Vineyard takes 2-½ hours, compared to the 45 minutes it takes to sail between Woods Hole and Martha's Vineyard, the manning cost of each trip (including the 15 minutes it takes to load the vessel and the 15 minutes it takes to unload the vessel) between New Bedford and Martha's Vineyard trip is 2.4 times higher (three hours compared to 1 hour and 15 minutes) than the manning cost of each trip between Woods Hole and Martha's Vineyard.

		<u>Manning Cost per Trip</u>			
		<u>Weekday Service Only</u>		<u>Seven Days per Week</u>	
<u>Manning</u>		<u>NB-MV</u>	<u>WH-MV</u>	<u>NB-MV</u>	<u>WH-MV</u>
(a)	Single Crew (8-hour)	\$ 1,750	N/A	N/A	N/A
(b)	Single Crew (10-hour)	\$ 1,510	\$ 629	N/A	N/A
(c)	2 Single Crews	\$ 1,750	N/A	N/A	N/A
(d)	Double Crew	N/A	N/A	\$ 1,375	\$ 573
(e)	Triple Crew	N/A	N/A	\$ 1,335	\$ 556

4. The Freight Boat's Fuel and Maintenance Costs.

Although each freight boat's fuel consumption is different, on average the *M/V Katama* consumes approximately eight gallons of fuel per mile. Therefore, given that a one-way trip between New Bedford and Martha's Vineyard (via Quick's Hole) is 28 miles, on average it will consume around 224 gallons of fuel per trip. Further assuming that the cost of fuel will be around \$2.00 per gallon, the fuel cost of each one-way trip between New Bedford and Martha's Vineyard will be around \$448.

It is more difficult to estimate what a freight boat's incremental maintenance costs will be as a result of operating a significant additional number of days per year instead of being tied up cold. For example, the 2016 maintenance budget for the *M/V Katama* is \$727,000 and it is scheduled to provide service 170 days this year. While that translates to a \$4,277 maintenance cost per operating day this year for the vessel (which would theoretically add around \$713 to the cost of each one-way trip between New Bedford and Martha's Vineyard, assuming that the vessel is triple-crewed and makes three round trips per day), it is unlikely that its annual maintenance costs will increase by \$4,277 this year for each additional day the vessel operates.

But it would be just as unlikely that providing the additional service would result in no additional vessel maintenance costs. Therefore, for the purposes of this report, the staff believes it would be appropriate to allocate the amount of an SSA's freight boat's maintenance costs to each trip it operates between New Bedford and Martha's Vineyard based upon what the SSA's average repair and dry-docking expenses have been for each of its freight boats (except for the

M/V Governor, which would not be considered for this route) over the last several years, divided by the number of miles each freight boat has operated. The results are as follows:

<u>Freight Boat</u>	<u>2006-2015 10 Year Average</u>	<u>2011-2015 5 Year Average</u>
M/V Gay Head	\$ 18 / mile	\$ 21 / mile
M/V Katama	\$ 22 / mile	\$ 32 / mile
M/V Sankaty	\$ 24 / mile	\$ 21 / mile

Based upon the above average per-mile maintenance expenses for each of the SSA’s freight boats (except the *M/V Governor*), the staff believes that it would be reasonable to allocate maintenance expenses to the “spare” freight boat that provides freight service between New Bedford and Martha’s Vineyard in the amount of at least \$20 per mile, or \$560 for each 28-mile one-way trip.

5. The Freight Service’s Average per-Trip Over-the-Water Cost.

By adding together the estimated per-trip manning costs, fuel costs and maintenance costs, the staff believes that it is reasonable to assume that, if the SSA were to use its own “spare” freight boat, the incremental “over-the-water” cost of each one-way trip between New Bedford and Martha’s Vineyard would be no less than the following:

<u>Number of Daily Round Trips</u>	<u>“Over-the-Water” Cost per One-Way Trip</u>	
	<u>Weekday Service Only</u>	<u>Seven Days per Week</u>
1 Daily Round Trip	\$ 2,518 ³ / \$ 2,758	\$ 2,383 ⁴
2 Daily Round Trips	\$ 2,758	\$ 2,343 ⁴

These incremental “over-the-water” costs do not include any additional New Bedford land-based expenses that would be incurred in connection with the service (such as staffing, operating and maintaining a terminal in New Bedford),⁵ or any allocation of the costs of staffing, operating and maintaining the SSA’s terminal on Martha’s Vineyard, or any allocation of the costs of the

³ This cost estimate assumes that the “spare” freight boat would also make one daily round trip between Martha’s Vineyard and Woods Hole five days a week, and that the cost of those trips would not be allocated to the freight service between New Bedford and Martha’s Vineyard.

⁴ These cost estimates assume that the “spare” freight boat would also make two daily round trips between Martha’s Vineyard and Woods Hole seven days a week, and that the cost of those trips would not be allocated to the freight service between New Bedford and Martha’s Vineyard.

⁵ The cost of staffing a terminal in New Bedford is discussed in Part VI (A), at p. 29.

SSA's ticketing and reservations system or any of the SSA's other administrative overhead expenses.

B. Chartering an existing freight vessel to provide the service.

The staff has been discussing with Craig Johnson of Flagship Management the possibility of the SSA providing freight service between New Bedford and Martha's Vineyard with a chartered vessel instead of with the SSA's "spare" freight boat.⁶ At this early stage in the discussions, however, Mr. Johnson has only been able to provide the staff with rough estimates of what it would cost the SSA to charter a freight vessel for this purpose on either a bare-boat or time charter basis.⁷

Essentially, if the freight service were to operate for six months a year, Mr. Johnson believes that the SSA should be able to bare-boat charter a vessel for around \$4,500 per day or time charter a vessel for around \$9,000 per day (plus fuel, maintenance and repair costs), although the daily time charter rate would be slightly lower on weekends if the freight service were operated only on Mondays through Fridays. If the freight service were to operate year round (except for January and February) instead of just six months, the charter costs would decrease to around \$3,000 to \$7,500 per day, respectively. Mr. Johnson believes that the vessels which are available (beginning in 2017) should be able to carry as many as 12 freight trucks, that they would be able to make two round trips per day between New Bedford and Martha's Vineyard within a 12-hour operating day (sailing through Quick's Hole rather than Woods Hole Passage), and that their fuel consumption would be lower than the *M/V Katama*.

As noted on page 8, it would cost the SSA around \$35,000 per week (or \$5,000 per day) to man a chartered freight vessel (with the same crew complement as on the SSA's freight boats) on either a double-crew or two-single-crew basis in order to be able to provide two daily round trips between New Bedford and Martha's Vineyard. Because the \$4,500 difference between the daily cost of a time charter and a bare-boat charter for one of these vessels is less than \$5,000, it would be less expensive for the SSA to time charter the vessel and allow the private carrier to operate it rather than having the SSA bare-boat charter the vessel and operate it with the SSA's own crews.

⁶ When Mr. Johnson was with Hvide, he was in charge of Hvide's operation of the freight service between New Bedford and Martha's Vineyard that the SSA provided and paid for as a pilot project in 2000 and 2001.

⁷ Mr. Johnson also has indicated that the SSA might be able to bare-boat charter a vessel with an option to buy it at the end of the charter. If the SSA does consider providing the New Bedford freight service with a chartered vessel, the staff would like to explore this possibility further with Mr. Johnson.

Therefore, assuming that the vessel's combined fuel and maintenance costs are 25% lower than the *M/V Katama*'s combined fuel and incremental maintenance costs (due to the vessel's lower fuel consumption), in the amount of approximately \$750 per trip, the SSA's "over-the-water" costs to time charter one of these vessels would be around:

<u>Weeks of Service</u>	<u>"Over-the Water" Charter Costs</u>			
	<u>Weekday Service Only</u>		<u>Seven Days per Week</u>	
	<u>Weekly</u>	<u>Per Trip</u>	<u>Weekly</u>	<u>Per Trip</u>
22 weeks per year	\$78,000	\$ 3,900	\$84,000	\$ 3,000
44 weeks per year	\$67,500	\$ 3,375	\$73,500	\$ 2,625

Again, these incremental "over-the-water" costs do not include any additional New Bedford land-based expenses that would be incurred in connection with the service (such as staffing, operating and maintaining a terminal in New Bedford), or any allocation of the costs of staffing, operating and maintaining the SSA's terminal on Martha's Vineyard, or any allocation of the costs of the SSA's ticketing and reservations system or any of the SSA's other administrative overhead expenses.

C. The SSA's charter of a new catamaran freight vessel.

During the course of this study, the staff also talked with James Barker of SeaStreak LLC about whether a SeaStreak-related company might be interested in providing freight service between New Bedford and Martha's Vineyard.

1. The New Catamaran Freight Vessel.

Mr. Barker informed us that, around ten years ago, SeaStreak had prepared designs of four catamaran "roll-on/roll-off" freight vessels for potential "short sea" shipping along the East Coast. Mr. Barker also stated that the design could be modified so that the vessel would fit into the SSA's slips, but that it would probably take at least fifteen months before the vessel would be available (assuming that it takes three months to finish the design and engineering and twelve months to construct the vessel itself). As modified:

- (a) The vessel should be able to travel at around 25 knots on relatively low horsepower (similar to the power on the *M/V Iyanough*) because of its catamaran design. Accordingly, it should be able to make a one-way trip between New Bedford and Martha's Vineyard in 1-½ hours, which would result in three round trips in 10-½ hours and thus allow for a normal 12-hour work day for the crew.
- (b) The vessel would be able to carry as many as 14 trucks.

- (c) The vessel would qualify as a K-boat that would require six crewmembers to operate. (By comparison, the SSA operates its freight boats with seven crewmembers.)

2. Chartering the Vessel to the SSA.

Mr. Barker stated that SeaStreak has not analyzed the economics of the potential freight service between New Bedford and Martha's Vineyard or researched how much potential revenue the service represents. Therefore, SeaStreak's interest would be in building the new vessel and chartering it to the SSA. Because of the significant construction costs, the vessel would have to be chartered on a long-term basis (a minimum of ten years) and also on essentially a year-round basis (except for potentially one or two months a year when the vessel would undergo its annual repair and overhaul period), as SeaStreak has not yet identified any other use for the vessel during the non-summer months. Mr. Barker estimated that the cost to time charter the vessel would be as follows:

- (a) \$15,000 per day (although, as with the other time chartered vessel, the amount might be less for each day that the vessel is scheduled to be tied up at a dock); plus
- (b) \$7,000 fuel costs per day for each day the vessel is operated (assuming fuel is no higher than \$2.00 per gallon).⁸

Therefore, assuming that the SSA were to time charter the vessel, the SSA's annual "over-the-water" costs would be as follows:

<u>Number of Weeks of Service</u>	<u>Weekday Service Only</u>	<u>Seven Days per Week</u>
22 weeks per year	\$ 4,796,000	\$ 5,236,000
44 weeks per year	\$ 5,896,000	\$ 6,776,000

Because the vessel would be able to provide three round trips between New Bedford and Martha's Vineyard within its 12-hour operating day, the incremental "over-the-water" cost of each one-way trip between New Bedford and Martha's Vineyard would be no less than the following:

<u>"Over-the-Water" Cost per One-Way Trip</u>		
<u>Number of Weeks of Service</u>	<u>Weekday Service Only</u>	<u>Seven Days per Week</u>
22 weeks per year	\$ 7,267	\$ 5,667
44 weeks per year	\$ 4,467	\$ 3,667

⁸ SeaStreak's fuel cost estimate of \$7,000 per operating day indicates that the vessel is expected to consume more than 20 gallons per mile (\$7,000 divided by \$2.00 divided by 28 miles divided by 6 one-way trips).

Again, these incremental “over-the-water” costs do not include any additional New Bedford land-based expenses that would be incurred in connection with the service (such as staffing, operating and maintaining a terminal in New Bedford), or any allocation of the costs of staffing, operating and maintaining the SSA’s terminal on Martha’s Vineyard, or any allocation of the costs of the SSA’s ticketing and reservations system or any of the SSA’s other administrative overhead expenses.

3. The Vessel’s Cost Makes It Too Risky to Charter for Ten Years.

As can be seen, chartering this catamaran freight vessel would be the SSA’s most costly option by far. While the SSA can provide two daily round trips between New Bedford and Martha’s Vineyard with its own “spare” freight boat during the summer season at an estimated cost of \$2,343 per one-way trip (seven days a week) or \$2,758 per one-way trip (weekdays only), it would cost the SSA around 2-½ times that amount to provide the freight service by chartering SeaStreak’s yet-to-be-built catamaran freight vessel. And even assuming that the additional per-trip cost could be divided among (and paid for by) the 14 trucks which can be carried on the vessel, it seems unlikely that freight shippers would want to pay an additional \$237 to \$322 per one-way trip in order to arrive at their destination one hour earlier than on a conventional freight boat.

Although the per-trip cost difference diminishes if the vessel is used 44 weeks instead of only 22 weeks per year, the \$3,667 per one-way trip cost (seven days a week) and \$4,467 per one-way trip (weekdays only) is still around 60% more than it would cost the SSA to provide the freight service with its “spare” freight boat. Therefore, even assuming that the vessel were loaded to capacity on each of those one-way trips during its 44-week annual operating season, it still seems unlikely that freight shippers would want to pay an additional \$95 to \$122 per one-way trip in order to save an hour of transit time.

But it is not just the additional cost of chartering the catamaran freight vessel that makes this alternative far less attractive than the others.

- SeaStreak also has stated that it would need the SSA to charter the vessel for at least ten years regardless of how much – or how little – the vessel is ultimately used. While it might make sense for the SSA to commit to a 10-year payment stream of around \$5,000,000 per year to be able to provide cost-effective service on an already established freight route, the staff believes that it is too risky for the SSA to make such a large long-term financial commitment at this time for a vessel to provide much more expensive service on a freight route that is yet to be developed.
- The fact that the vessel is expected to consume more than 20 gallons of fuel per mile (compared to the eight gallons of fuel per mile consumed by the *M/V Katama*) would increase the long-term financial risk to the SSA even further, as there is no guarantee that the price of fuel will remain at \$2.00 per gallon over the next ten years. For example, if the price of fuel were to increase to \$3.00 per gallon (where it was just two years ago), the cost of each one-way trip would increase by \$583, while it would only increase by \$224 if the trip were operated by the *M/V Katama*.

- SeaStreak has not even completed the design and engineering for the vessel, let alone its construction. It therefore seems likely that the cost estimates for the vessel's charter will change (and not necessarily for the better) as its arrival approaches. The vessel's design also has not yet been tested in operation, which creates more uncertainty about this alternative's prospects for success.

For all of these reasons, the staff does not believe it would be worthwhile, at least at this time, to continue exploring the possibility of chartering SeaStreak's catamaran freight vessel in order to provide freight service between New Bedford and Martha's Vineyard.

D. Licensing a private operator to provide the service at its own financial risk.

Mr. Johnson also has indicated that as many as three private operators might be interested in providing the New Bedford freight service at their own financial risk under a license agreement with the SSA, depending on their own analysis of the potential demand for ferry service between New Bedford and Martha's Vineyard, the arrangements that can be made with respect to their operations in New Bedford, the conditions under which the SSA would license a private operator to provide the service, and the ability to provide the service for a minimum of three years with options. If the SSA is interested in engaging his services, Mr. Johnson has offered to pursue this potential alternative on the SSA's behalf.

E. Barge Service between New Bedford and Martha's Vineyard.

Packer Marine (R.M. Packer Co., Inc. / Towing & Transportation Co., Inc.) has existing facilities in both New Bedford and Vineyard Haven. It also has provided a barge and tug service for decades, and its barges are capable of transporting containerized freight and vehicles between New Bedford and Martha's Vineyard on a "roll-on/roll-off" basis. The staff believes that if Packer Marine is willing to provide a barge freight transportation service between New Bedford and Martha's Vineyard that does not require the SSA to force any SSA customers to use the service, does not have any adverse impact on the SSA's operations, and does not require the SSA to subsidize the service, the SSA should entertain a proposal from Packer Marine to provide the service pursuant to a license agreement with the SSA, potentially without the payment of any license fees.⁹ Such a barge service would be independent of, and potentially in addition to, any freight ferry service that is the subject of this study.

⁹ The SSA already has executed a Declaration of Rights and Legal Relations with Tisbury Towing acknowledging that Tisbury Towing does not require a license or permission from the SSA to carry bulk freight and containerized cargo by barge (as well as cranes and other large construction equipment that cannot reasonably be carried on the SSA's vessels because of their size, and vehicles carried in connection with and incidental to their carriage and used for their continued transport once they are unloaded from the barge).

Over the past several months there also has been considerable discussion about barging solid waste from Martha's Vineyard to New Bedford, and the Towns of Oak Bluffs and Tisbury are exploring this possibility, including potentially "baling" the solid waste to reduce its volume and allow it to remain on the dock for a period of time without an offensive odor. Thus, baling the solid waste both would reduce the number of trips needed to barge it and would allow it to be barged at less frequent times, increasing the likelihood that the solid waste can become a "backhaul" on barges that have delivered bulk freight to the island.

However, the staff has come to realize that the Towns' potential barge operation for "baled" solid waste faces a number of challenges, including but not limited to:

- The cost of acquiring a "baler" that is capable of baling the Towns' solid waste, as well as the cost and logistics of creating a facility for it on the island.
- The handling costs associated with transferring baled solid waste to Packer Marine's Vineyard Haven facility, then loading the bales onto barges, then unloading them when the barges arrive at Packer Marine's New Bedford facility, and then transporting them to a landfill.
- The lack of landfills in Massachusetts (at least as far as the staff has been able to determine) that are designed to accept baled solid waste in an efficient and space-saving manner.
- The limited remaining life of Crapo Hill Landfill, where the Towns currently dispose of their solid waste, especially given that the Towns' current contract with the landfill will end in six years and the Towns already are disposing of more solid waste at the landfill than contemplated under their current contract.
- The limited daily and annual capacity of Crapo Hill Landfill to accept solid waste, which effectively precludes other towns on Martha's Vineyard from disposing of their solid waste there along with Oak Bluffs and Tisbury.

Therefore, while the SSA remains ready to assist the Towns in their efforts to barge "baled" solid waste from the island, the staff does not believe that such a barge operation can be implemented quickly or that, even after it is implemented, it will result in a freight service that adequately addresses the other concerns and needs of the interested constituent communities. Nevertheless, it appears to the staff that there are serious pressing issues regarding how all of the towns on the island should be disposing of their solid waste and, further, that those issues need to be promptly investigated, discussed and addressed to ensure that the towns are able to continue disposing their solid waste at a reasonable cost and in an efficient manner for the foreseeable future.

III. POTENTIAL TERMINAL FACILITIES.

A. Potential terminal facilities on Martha's Vineyard.

As best as the staff can determine, there are only two locations on Martha's Vineyard that could possibly be made available to accommodate the New Bedford freight service without huge investment, namely:

1. The SSA's Vineyard Haven terminal;¹⁰ and
2. Packer Marine's facility on Beach Road in Vineyard Haven.

Of course, the staff would prefer to use the SSA's own facilities to the extent possible, especially if it were to provide the service with its own freight boat and/or its own vessel crews. Although the SSA may need a separate staging area for vehicles traveling to New Bedford and will also have to make certain that the schedules of trips to and from New Bedford are compatible with the SSA's schedules to and from Woods Hole, given that the SSA already has allowed Hvide to use the SSA's Vineyard Haven terminal to provide New Bedford freight service during 2000 and 2001, the SSA presumably can make that terminal available again for either itself or a private operator to provide the service.

B. Potential terminal facilities in New Bedford.

It is questionable whether there are any suitable locations on the New Bedford waterfront that could be made available to accommodate the service without huge investment. At the moment, only three waterfront facilities have transfer bridges that conceivably could be used to load and unload vehicles onto a freight vessel on a "roll-on/roll-off" basis:

1. The New Bedford State Pier.

If the SSA were to provide the service, the staff would prefer that the SSA use the New Bedford State Pier, which is located on MacArthur Drive south of Route 6 and was previously used by Hvide to provide New Bedford freight service during 2000 and 2001. But the staff does not want to interfere with SeaStreak's use of the New Bedford State Pier for its passenger ferry service between New Bedford and both of the islands of Martha's Vineyard and Nantucket. In this regard, the staff understands that SeaStreak routinely berths its vessels overnight at the State

¹⁰ The SSA's Oak Bluffs terminal is not suitable for the New Bedford freight service because the terminal's wooden dock effectively limits the weight of vehicles that can be transported to and from there to 80,000 pounds. However, if the New Bedford freight service were scheduled to dock at the SSA's Vineyard Haven terminal, it might be possible to transfer some of the SSA's current trips in and out of Vineyard Haven to Oak Bluffs in order to reduce the amount of traffic and scheduling conflicts at the Vineyard Haven terminal.

Pier during the summer season. Therefore, in addition to ensuring that there are no scheduling conflicts between SeaStreak's trips and the New Bedford freight trips, some arrangement would need to be made so that the freight vessel can tie up at the State Pier (or at another suitable location nearby) overnight (potentially beginning in the late afternoon) and also be able to use the facilities and transfer bridge to make its first trip of the day in the early morning hours.

A bigger obstacle to the use of the State Pier as a freight ferry terminal is its current physical condition, as the pier needs substantial repairs. Specifically, different areas of the State Pier have been re-assessed based on the conditions found during an inspection that was conducted for the Massachusetts Department of Conservation and Recreation a few years ago. As a result of that inspection, the majority of the north portion of the State Pier (the area that provides access to the transfer bridge) now has a concentrated load capacity equivalent to a 10-ton truck (or a 5-ton fork lift), and in certain localized areas over critical piles no heavy vehicle loading is permitted (and sometimes no live loads at all). No repairs were performed on the north portion of the State Pier because they were considered not to be cost effective due to its very poor condition, the high cost of the repairs, and its relatively low use within the current pier operations.

Indeed, the cost of the necessary repairs to the State Pier to allow its use as a freight ferry terminal may be more than the cost of building a new slip with a transfer bridge and dolphins at the recently completed New Bedford Marine Commerce Terminal. The new terminal, which is located at the southernmost point of New Bedford harbor just north of the hurricane barrier, is a multi-purpose facility designed to support the construction, assembly and deployment of offshore wind projects, and to handle bulk, break-bulk, container and large specialty marine cargo. The terminal was placed into service and received its first international vessels in July 2015, offloading land-based wind turbine components for a project in the region.

The terminal has 1,200 linear feet of bulkhead, including 800 feet of deep-draft berthing and 400 feet of barge berthing space, 29-foot controlling depth in the New Bedford Harbor (MLLW), and 26 acres of terminal storage. Additionally, the majority of the terminal, including along the bulkhead, can support 4,100 pounds per square foot of uniform loading and crane loads of up to 20,485 pounds per square foot. Unfortunately, while the terminal has 1,200 feet of new bulkhead, it was not designed for a "roll-on/roll-off" vehicle ferry operation.

The construction of the terminal was managed by the Massachusetts Clean Energy Technology Center, doing business as the Massachusetts Clean Energy Center ("MassCEC"), which also manages its current operations. MassCEC is a public-funded agency created by the Legislature in 2008. Its mission is to accelerate job growth and economic development and to serve as a clearinghouse and support center for the Commonwealth's clean energy industry while creating a sustainable path for continued economic growth. According to its most recent financial statements for the twelve months ending June 30, 2015, MassCEC is in the midst of working with state and local officials to identify an operator and tenants for the terminal to ensure the long-term economic benefits to the Commonwealth.

2. AGM Marine Contractors' facility.

It would also take more investigation to determine whether AGM Marine Contractors' facility on Fish Island could be used as a freight ferry terminal. Trucks currently use the facility's transfer bridge on an occasional basis when, for example, gravel is loaded onto barges there, but those trucks are not as long as the freight trucks that would be using the ferry service and it will need to be confirmed that the transfer bridge is long enough for freight trucks to be able to use it under all tide conditions. A condition survey will also need to be undertaken to confirm that the transfer bridge is suitable for use by multiple freight trucks on a daily basis for the ferry service.

Another shortcoming of AGM Marine Contractors' facility is the lack of space there to stage freight trucks while they are waiting to board the ferry (or while they are waiting to be picked up after being unloaded from the ferry). Therefore, other property would have to be secured for this purpose. Finally, the staff does not know whether AGM Marine Contractors would even be willing to have its facility used as a freight ferry terminal or, if it were willing, on what terms and conditions it would agree to make its facility available for this purpose.

3. Packer Marine's facility.

Packer Marine's facility on Herman Melville Boulevard suffers from the additional drawback of being located north of Route 6, which prevents vessels from sailing to or from the facility except when the Route 6 swing bridge between Fish Island and Pope's Island is open. The bridge is scheduled to be open for marine traffic once per hour during the day (on the hour from 6:00 a.m. to 10:00 a.m. and then fifteen minutes after the hour from 11:15 a.m. to 6:15 p.m.) and on demand during the night, although the schedule and duration of openings vary depending upon weather conditions, harbor congestion and vessel size. Thus, operating from Packer Marine's facility would be even more complicated due to the need to coordinate the ferry schedule with the bridge opening schedule and to maintain the ferry schedule as much as possible under all weather and tide conditions.

IV. CONSIDERING WHICH ALTERNATIVE IS THE BEST SERVICE SCENARIO.

A. The freight service should start as a summer seasonal service.

The staff believes that, if freight service were to be provided between New Bedford and Martha's Vineyard, it would be better to provide it, at least initially, only during the SSA's summer operating schedule (approximately 22 weeks). Such a seasonal freight service would achieve one of the principal goals of Woods Hole residents of reducing the number of trucks traveling on Woods Hole Road during the busy summer season. Also, by operating when traffic demand between the mainland and Martha's Vineyard is highest, a summer-only service would likely experience a higher capacity utilization rate by freight shippers than a year-round service. The aggregate cost to operate such a summer seasonal service would also be lower than the cost to operate a year-round service, and trips during the summer would less likely be cancelled due to inclement weather compared to other times of the year, thereby increasing its reliability as an alternative means of transportation for freight shippers. By contrast, the staff does not believe that suspending the service during the non-summer season would cause freight shippers who otherwise would use the service during the summer to instead choose to travel to and from Martha's Vineyard year-round by way of Woods Hole.

B. The freight service initially should operate only on weekdays.

The principal purpose of this ferry service is to provide transportation for freight trucks between New Bedford and Martha's Vineyard. Given that most freight shippers travel primarily on weekdays, the staff believes that, if the service is provided, it would be better to provide it, at least initially, only during the weekdays that freight shippers are usually on the road. By operating only on Mondays through Fridays, the service would likely experience a higher capacity utilization rate by freight shippers than a seven-day-a-week service.

There is no need to operate the service on weekends and holidays for the purpose of carrying passengers who are traveling without their cars. There already is an established passenger ferry service between New Bedford and Martha's Vineyard during the summer season that has sufficient capacity to satisfy the demand for travel between those two communities by individuals without their cars. Further, the SSA generally would prefer to have its passengers travel on its larger passenger/vehicle ferries than on its freight boats.

Whether the service should be provided on weekends and holidays for the purpose of carrying people traveling with their cars is another question. The staff can envision the possibility of adding freight boat service on weekends and holidays when there is peak demand, as the SSA does now particularly during August weekends. But during those times it is more efficient to provide the additional service for the island from Woods Hole than from New Bedford. As previously noted, a one-way trip between New Bedford and Martha's Vineyard takes 2-½ hours, while a one-way trip between Woods Hole and Martha's Vineyard takes only 45 minutes. Therefore, during times of peak demand, the SSA can carry two to three times as many vehicles by way of Woods Hole. Further, the aggregate travel time for customers traveling to or from the

direction of the South Coast would still be greater if they sailed by ferry directly to or from New Bedford, as the driving time between Woods Hole and New Bedford is less than one hour.¹¹

Ultimately, the staff does not believe that, at this early stage in the fashioning of a freight ferry service scenario between New Bedford and Martha's Vineyard, it is necessary to decide whether to provide the service on weekends and holidays in order to carry people traveling with their cars. That decision can be made much later and, indeed, even as late as on a week-to-week basis when the service is operating. For the purposes of starting a freight ferry service between New Bedford and Martha's Vineyard, the staff believes it initially should be scheduled to operate only on Mondays through Fridays.

C. The daily operating schedule should have two round trips between New Bedford and Martha's Vineyard.

Just as freight shippers primarily want to travel on Mondays through Fridays, they want to finish their trips by the end of the business day and not travel during the evening hours. For this reason, the staff believes that, if freight service is to be provided between New Bedford and Martha's Vineyard, it would be better, at least initially, to provide no more than two round trips per day between the two communities. A third daily round trip between New Bedford and Martha's Vineyard would extend well into the evening hours, decreasing the likelihood that it would be utilized by freight shippers.

However, there are disadvantages to having only two round trips per day between the two communities. Trucks arriving on Martha's Vineyard during the morning cannot make their deliveries and return to the dock within the vessel's ½ hour turnaround time, and being on the island for 6-½ hours before the next boat leaves for New Bedford would be too long a wait. Indeed, a truck driver that travels from New Bedford on the first trip of the morning and then sails back to New Bedford on the second trip that day would have to remain with his or her vehicle to and from New Bedford for at least 11-½ hours, while if he or she drove from New Bedford and took the ferry from Woods Hole and returned the same way after being on the island for 2-½ hours to make his or her deliveries, the comparable work day would be only 6 hours.¹²

Thus, an argument can be made for starting a New Bedford freight ferry service with a one-way trip from New Bedford to the island, and then following it with a round trip between the island and Woods Hole in order to provide the freight shippers who traveled from New Bedford with

¹¹ Further, if the SSA were to decide to provide the service with its "spare" freight boat, scheduling trips between New Bedford and Martha's Vineyard on weekends would increase the risk of having to cancel trips on that route if there is a need to use the "spare" freight boat to replace another vessel that has to be taken out of scheduled service.

¹² The situation would be even worse for trucks leaving Martha's Vineyard in the morning. After arriving at New Bedford, they would not be able to sail back from there to the island the same day unless they can return to the vessel within its ½ hour turnaround time before it leaves on its second (and final) daily trip.

enough time to make their deliveries and return to the dock to get back on the vessel and return to New Bedford by ferry. But making the round trip between the island and Woods Hole would eliminate the vessel's ability to make a second daily New Bedford round trip within a 12-hour operating day, and questions would remain as to whether that level of service was adequate to test the market for the service and attract freight shippers to use it. In addition, it ironically would result in an increase in the level of service between Woods Hole and Martha's Vineyard, which seems inconsistent with the primary goal of a freight ferry service between New Bedford and Martha's Vineyard of providing traffic relief to Woods Hole.

Therefore, the staff ultimately has concluded that, on balance, the summer weekday freight service should consist of two round trips between New Bedford and Martha's Vineyard and, at least initially, the vessel should be dedicated to that route during the weekdays and not also be scheduled to make any round trips between Martha's Vineyard and Woods Hole. In order to make this two daily round trip schedule successful, the SSA will also need to allow freight shippers to travel in one direction by way of New Bedford and, if they so choose, to travel in the other direction by way of Woods Hole. Otherwise, freight shippers would be discouraged from using the New Bedford freight service because of either the exceedingly extended work day or their complete inability to return home the same day.

D. The SSA should time charter a freight vessel to provide the service instead of using its "spare" freight boat.

If the SSA were to provide a New Bedford freight service that consisted of two round trips between New Bedford and Martha's Vineyard on weekdays during the summer, it should be able to do so either by using its "spare" freight boat (subject to the limitations described earlier at page 5) at an estimated "over-the-water" cost of \$2,758 per one-way trip (totaling \$1,213,520 for the entire 22-week season), or by time chartering a freight vessel at an estimated "over-the-water" cost of \$3,900 per one-way trip (totaling \$1,716,000 for the entire 22-week season).¹³ Despite the higher cost of time chartering a freight vessel, the staff believes that it would be better for the SSA to enter into such a time charter to provide the service rather than to use its own "spare" freight boat for the following reasons:

- By chartering a vessel to provide the New Bedford freight service, the SSA will continue to have a "spare" freight boat available during the entire summer season as well as during all but two months of the off-season.
- If the SSA has a "spare" freight boat to use to replace another vessel that has to be taken out of scheduled service, trips on the chartered freight vessel between New Bedford and Martha's Vineyard will not be cancelled due to any need on the SSA's part to use the "spare" vessel to provide other service. Accordingly, freight shippers may be more willing to make reservations for the New Bedford freight service and, on those occasions when

¹³ By comparison, fifteen years ago the SSA paid Hvide \$1,548,750 to provide the same level of service between New Bedford and Martha's Vineyard from April 2001 through November 2001. But that amount also included payment for all of Hvide's land-based costs in New Bedford.

there is a need to use the SSA's "spare" freight boat, there will be less disruption to the SSA's operations and the traveling public.

- A chartered vessel will likely have a larger truck capacity than the *M/V Katama*.
- If the SSA time charters a vessel, it will not need to find and hire additional qualified vessel employees during the summer (when it has the greatest need for such employees), and the SSA will lay off fewer vessel employees during the fall.
- If the SSA subsequently concludes that freight service should continue to be provided between New Bedford and Martha's Vineyard by a private operator instead of the SSA, it would not have to first comply with the onerous requirements of the so-called "Pacheco" Law, Mass. G.L. c. 7, §§ 52-55.

On the other hand, the Town of Tisbury may take the position that, while the Vineyard Haven Harbor District of Critical Planning Concern (DCPC) Regulations do not apply to the SSA, they would apply to a vessel time chartered by the SSA to provide ferry service to and from Vineyard Haven Harbor. If the regulations were to apply to a freight vessel chartered by the SSA, they would prohibit the ferry from "[m]aneuvering ... in an arc of 180 degrees or more within [Vineyard Haven Harbor]." But General Counsel Steven M. Sayers is confident that the broad scope of the SSA's immunity from local regulations, as reaffirmed by the Massachusetts Supreme Judicial Court in Town of Bourne v. Plante, 429 Mass. 329 (1999), encompasses the operation of not only the SSA's own vessels, but also any vessel the SSA uses on either a bare-boat or a time charter basis to perform its essential governmental purposes.

E. The SSA should provide reservation and ticketing services for the New Bedford freight service.

As noted in Part IV (C) above, freight shippers who use the New Bedford freight service will need to be able to travel in one or the other direction by way of Woods Hole. Therefore, the staff believes that the SSA should provide reservation and ticketing services for the New Bedford freight service so that freight shippers can easily make reservations for both routes in the same transaction. By being able to do so, the shippers will have confidence that they can use the New Bedford freight service in one direction and be able to make their deliveries and return home on a reasonable schedule.

It will also be important to have integrated reservation and ticketing services for both routes to better accommodate customers on the wait list when freight shippers change or cancel their reservations, or when there are vessel cancellations on either route. In order to maximize the New Bedford freight route's potential for success, the staff believes that the SSA's reservation and ticketing system should treat that route as much as possible as an integrated part of the overall transportation network, allowing customers to choose the route whenever it provides them with the most efficient travel options. In addition, by having an integrated reservation system, customers will not be forced to choose between an entirely "SSA" or entirely "non-SSA" proposition that might discourage them from trying the New Bedford freight service out of fear of not being able to travel with the SSA on a subsequent occasion.

F. The SSA should explore whether freight trucks can be transported between New Bedford and Martha's Vineyard without their drivers.

Given the longer time it takes a vessel to sail between New Bedford and Martha's Vineyard than between Woods Hole and the island, the staff believes that the SSA should explore whether its freight shippers would find a freight service between New Bedford and Martha's Vineyard to be more attractive if the SSA were to allow their trucks to be transported between New Bedford and Martha's Vineyard without their drivers.¹⁴ If freight shippers were to request this change to the SSA's operations on the route between New Bedford and Martha's Vineyard (trucks are allowed to be transported on the SSA's route between Hyannis and Nantucket without their drivers), the SSA would need to make certain that each and every "driverless" truck on the vessel is physically met at the ferry terminal by its driver when the vessel arrives there so that the truck can be immediately driven off the vessel.

Although the SSA could also explore whether it should offer drive-on/drive-off services to its freight shippers who use the New Bedford freight service, there are difficult challenges to the SSA's ability to provide this service on Martha's Vineyard. Not only would the SSA's terminal employees on the island need to have commercial driver's licenses (CDLs) in order to drive trucks on and off the vessel (which would also require negotiations with the employees' union), but there is a shortage of space at the Vineyard Haven terminal to stage trucks before they are driven onto the vessel or after they are driven off, even assuming the SSA's employees would have the time to drive trucks on and off the vessel while performing all of their other duties associated with the large number of ferry trips that arrive and depart from that terminal every day. Therefore, before tackling these many issues, the staff believes that the freight shippers should be asked whether they would even use drive-on/drive-off services if the SSA were to offer them and, if so, what suggestions they have for the staff to consider when deciding how the services might be provided.

G. All vehicles should be able to travel between New Bedford and Martha's Vineyard, subject to a priority for trucks carrying hazardous cargo on the first daily trip from New Bedford to Martha's Vineyard.

Ideally, the staff would like to believe that a free market would result in the New Bedford freight service quickly and willingly being used by freight shippers who stand to benefit the most from it and that, therefore, the SSA would not have to require that shipments of any particular commodity be carried to or from any particular port or prohibit any vehicles from using the service. In this situation, for example, the staff could envision hazardous cargo shippers benefiting from this service because many of them originate from, or drive through, the South Coast area. But the problem here is that, unless certain trips to or from New Bedford are designated as "hazardous cargo" trips, such shippers would not be able to travel on any of this route's trips. The staff therefore believes that the first daily trip from New Bedford to Martha's Vineyard should be

¹⁴ However, federal regulations will still require freight shippers carrying hazardous cargo to have their truck drivers accompany each hazardous cargo vehicle during the entire ferry trip. See 49 CFR § 176.89(6).

designated as a “hazardous cargo” trip so that hazardous cargo shippers from (or traveling through) the New Bedford area can take advantage of the new service.¹⁵

Otherwise, the staff feels that vehicles should be able to travel on freight trips between New Bedford and Martha’s Vineyard the same way they are able to travel on the SSA’s other freight trips. Thus, while hazardous cargo trucks will receive priority for the first daily trip from New Bedford to Martha’s Vineyard, to the extent there is available vehicle capacity on that trip after the initial bulk freight reservations are processed, that capacity should be able to be used by all other freight shippers. In addition, when members of the general public are then allowed to make automobile reservations for travel during the SSA’s summer operating schedule, the staff believes that they should be allowed to make automobile reservations on the freight trips between New Bedford and Martha’s Vineyard in the same manner as they are able to make reservations on the SSA’s other freight trips.¹⁶

Similarly, the staff believes that customers traveling with their automobiles should be allowed to travel standby on the freight trips between New Bedford and Martha’s Vineyard in the same manner that they are able to travel standby on the SSA’s other freight trips. While the logistics still need to be investigated, the staff expects that it may be necessary to have two standby lines at the Vineyard Haven terminal to accomplish this purpose – one line for people who want to travel only to Woods Hole and another line for people who want to travel on the first available boat. However, the staff also notes that this will present less of an operational problem on Mondays and Fridays during most of the summer when standby travel is not available at the Vineyard Haven terminal except for a limited number of island residents who are accepted for standby travel in the “Blue Line.”

H. The New Bedford freight service should be provided for at least several years.

As previously noted, when Craig Johnson was with Hvide, he was responsible for operating the SSA’s pilot freight service project between New Bedford and Martha’s Vineyard during 2000 and 2001. During our discussions with Mr. Johnson earlier this year, he stated that he felt the schedules the SSA established for the pilot project (two round trips a day) were appropriate and that other parameters established for the pilot project were suited to make it successful. However,

¹⁵ Even assuming that the first trip from New Bedford to Martha’s Vineyard were to be made available for trucks carrying hazardous cargo, the staff does not believe that the SSA should change the designation of any of its current “hazardous cargo” trips between Woods Hole and Martha’s Vineyard. This issue is discussed in Part V, at page 27 n. 17.

¹⁶ However, this does not mean that the SSA would accept automobile reservations for all of the freight trips between New Bedford and Martha’s Vineyard except for “hazardous cargo” trips. SSA customers are also not allowed to make automobile reservations for other freight boat trips that are anticipated to have a large number of heavily loaded trucks on them. This restriction is due to the fact that whenever a freight boat has enough weight on it to increase its draft beyond a certain depth, federal regulations limit the number of passengers on the trip to 16.

Mr. Johnson stated that he felt the biggest reason freight shippers were hesitant to use the New Bedford service was their concern that it would not be continued after the completion of the pilot project and they did not want to change their summer operations to accommodate a New Bedford-based ferry service only to find themselves later having to travel once again from Woods Hole.

For this reason, the staff believes that, in order to give the New Bedford freight service the best chance to succeed, a commitment should be made at the outset to provide the service for a minimum of several years to determine if it is feasible. However, this commitment would need to be made not only by the SSA, but by all of the other participants in this endeavor, including the source of the funds that will be needed to cover the costs of the service which are not paid for through its fares.

V. THE SSA SHOULD NOT SUBSIDIZE THE COST OF THE NEW BEDFORD FREIGHT SERVICE.

Although this report describes a potential scenario for freight ferry service between New Bedford and Martha's Vineyard, the staff does not believe that the SSA should bear the cost of constructing or maintaining the freight ferry terminal in New Bedford that would be necessary to provide the service or should otherwise subsidize the cost of the service. As previously noted in Part II(A)(1), at page 4, the SSA already has more than its fair share of financial burdens and it cannot afford to undertake yet another massive construction project for a ferry terminal in New Bedford that will cost multiple millions of dollars. Nor should the SSA ratepayers be responsible for the additional operational costs that will be necessary to provide freight service from New Bedford when freight service can continue to be provided from Woods Hole.

Even when the SSA's predecessor was created in 1948, the Legislative Commission that completed the study which formed the basis of the SSA's enabling act recognized "the principle that some obligation to maintain the Islands' transportation rests on the Commonwealth." (1948 Commission Report, at p. 10). As the first Legislative Commission observed:

A majority of the Commission believe that the Commonwealth has an interest in continuing the islands as income-producing parts of the state economy, which would justify a contribution of credit by the State. They also believe that the separation of the islands from the rest of the State lays upon the Commonwealth some obligation to furnish a road by water to the islands. The analogy of a highway is not destroyed by the accident that the intervening space is water, and a six-mile highway, even to the Vineyard, would cost the Commonwealth many times the moderate expense of rehabilitating the steamship line.

1948 Commission Report, at p. 10.

The Legislative Commission that was established in 1957 to make an investigation of the operations of the SSA's predecessor similarly recognized that "the responsibility of the Commonwealth for insuring adequate water transportation to the islands is apparent, since the boat

line is the only means of transporting freight and automobiles to the islands, and therefore exists as their ‘state highway’ to the mainland.” (1959 Commission Report, at pp. 5-6). The principle thus recognized by both Legislative Commissions – namely, that some obligation rests on the Commonwealth to furnish a road by water to the islands – has as much force today as it had in 1948 and 1959, especially since the “road” that is proposed to be furnished is one that is 28 miles long to New Bedford instead of 8 miles long to Woods Hole and is primarily being “built” not to provide adequate transportation of persons and necessities of life for the islands but rather to relieve traffic congestion in Woods Hole.

Accordingly, the staff believes that any New Bedford freight service must effectively pay for itself or be funded by one or more entities other than the SSA in order to be fair and equitable to the residents of Martha’s Vineyard. It should not be subsidized by the SSA in any way that would require any increase in the fares that are charged to travel through Woods Hole. The monies needed include the cost for constructing a suitable ferry terminal in New Bedford and the cost of operating the service on an ongoing basis. Ideally, the fares charged to customers traveling between New Bedford and Martha’s Vineyard should pay for the entire cost of that route (including an appropriate allocation of the costs of staffing, operating and maintaining the SSA’s terminal on Martha’s Vineyard, the costs of the SSA’s ticketing and reservations system, and the SSA’s other administrative overhead expenses), but if they are not sufficient, the SSA’s other ratepayers should not have to make up the difference.¹⁷

Indeed, if the SSA were to subsidize the New Bedford service by increasing the fares charged to travel through Woods Hole, it would risk resurrecting one of the most difficult and acrimonious times in the SSA’s and the islands’ history. In the late 1950s, when the SSA’s predecessor was providing service to the islands from Woods Hole and New Bedford, the second Legislative Commission observed:

It has been said that the transportation to the islands is the most expensive in this country. It has also been said that this line is the only monopoly in the world which loses money. Despite the high rates charged, the revenues do not meet the cost of the operation, and any increase in rates will, except in automobile transportation,

¹⁷ Similarly, the staff believes that the SSA should continue to allow hazardous cargo and trash trucks to travel to and from Martha’s Vineyard via Woods Hole to ensure that freight shippers who utilize the New Bedford freight service are doing so of their own volition. While the SSA theoretically could change the designation of its current daily “hazardous cargo” trips from Woods Hole to “general freight” trips, thereby reducing the number of hazardous cargo trucks on Woods Hole Road in the early morning hours, the staff believes that those customers should not be forced to use the New Bedford freight service. Such a requirement – which would both impose higher fares on those shippers and compel them to spend more time getting to their destinations on that longer route – would coercively accomplish the same result as requiring those shippers (or their customers) alone to pay for the additional cost of the service. While, again, the staff hopes that freight shippers will utilize the New Bedford freight service, its long-term feasibility will only be demonstrated when the shippers choose to use the service of their own volition and are not forced to use it unless another source subsidizes its additional cost.

price the Authority out of competition with the airlines and small private carriers. Since virtually everything used on the islands is carried by the Authority vessels, these freight charges add immensely to the cost of living on the islands, year round.

1959 Commission Report, at p. 8. The Commission continued:

It is not the mere fact of the additional tax rate increase, but the realization that this increase is something over which these communities have absolutely no control and are utterly powerless to prevent, which poses the greatest threat. The attempt by the Authority to reduce the deficit by means of an increase in rates and fares again falls heaviest on the islands, as they are consignees of most of the freight shipments. Either way the islands are in a precarious position. Not only are their costs of living materially increased, but their attractiveness as summer resorts is visibly impaired by the deficit operation of the Authority.

1959 Commission Report, at p. 9.

The second Legislative Commission ultimately recommended that the SSA's predecessor not be required to provide year-round daily ferry service from New Bedford or be required to construct any ferry facilities there. In making those recommendations, the Commission noted, among other things, that "New Bedford is the mainland port most distant from the islands," that "only one mainland port is necessary to serve the islands," and that "similar facilities are available in Woods Hole." These observations remain relevant today, as the SSA is physically able to handle all of the vehicular traffic demand to and from Martha's Vineyard through its Wood Hole terminal for the foreseeable future. While the staff expects that the SSA's traffic levels between Woods Hole and Martha's Vineyard will increase and decrease from year to year, as they have in the recent past, the SSA would be able to accommodate even a significant and unpredicted growth in ferry traffic entirely through Woods Hole. Even during the height of the summer, no ferries are docked in the Woods Hole terminal's existing two operating slips (Slips 1 & 2) for half of the operating day. Rather, except for the beginning and end of the operating day, there are repeated 45-minute windows throughout the day when each of those slips is unoccupied, theoretically providing the SSA with sufficient time to unload and load two more ferries than the four it currently operates out of Woods Hole during the summer.

This is not to say that the SSA should not consider providing New Bedford freight service in order to relieve traffic congestion in Woods Hole. Rather, the staff believes that, because the island residents already are paying almost the entire cost of their lifeline from Woods Hole, which is physically adequate for their transportation, no freight shipper should be required to travel on the New Bedford route instead of traveling to or from Woods Hole and, further, if fares charged for freight shippers to travel voluntarily on the New Bedford route are not sufficient to pay for that service's entire cost, the deficiency should be paid for by the federal government and the Commonwealth, which pay for all of the other state highways, and/or one or more additional sources of funding other than the SSA, or the service should be stopped because it will have been shown not to be financially self-sustaining. It would be completely unfair to require the SSA's ratepayers exclusively to subsidize the cost of the New Bedford freight service, especially when the service's benefits are regional in nature and, unlike other residents of the Commonwealth, the

SSA's ratepayers are already paying almost the entire cost of their transportation between the islands and the mainland ports of Woods Hole and Hyannis.¹⁸

VI. ESTIMATING THE FARES FOR THE NEW BEDFORD SERVICE.

At this point, the staff cannot estimate how much the fares for the New Bedford freight service will need to be in order to cover its cost because the staff does not know how much it will cost to construct a suitable ferry terminal in New Bedford and how much of that cost will be funded by other sources rather than being included in the New Bedford route's cost of service. Therefore, the following fare estimates are all based upon the assumption that the entire cost of constructing and maintaining the New Bedford ferry terminal that is used for the service will be independently funded by other sources and that the SSA will not be required to pay for any of those costs in any way.

A. The cost of staffing the New Bedford ferry terminal.

Relatively speaking, the cost of staffing the New Bedford ferry terminal to handle only three docking operations per day (when the vessel loads and leaves for Martha's Vineyard in the morning, when it returns, unloads and then loads again for Martha's Vineyard mid-day, and when it returns, unloads and ties up for the night) five days a week should be minimal. The staff assumes that the check-in, loading and unloading operations can be handled by one supervisor (the equivalent of an Assistant Agent) and two temporary dock workers, that no overtime would be paid, and that all ticketing functions can take place on the island instead of in New Bedford. Thus, the estimated labor cost to staff the New Bedford terminal is \$1,500 per week for the supervisor and \$550 per week for each temporary dock worker, for a total estimated labor cost of \$2,600 per week, or \$130 per one-way trip.

B. Establishing fares only to cover the service's incremental costs.

If the fares for the New Bedford service were established so that they cover only the service's incremental costs (assuming that the service would not result in any additional costs of staffing, operating or maintaining the SSA's terminal on Martha's Vineyard, or any additional costs of operating the SSA's ticketing and reservations system, or any additional administrative or other costs), the SSA would need to charge \$3,900 per trip to cover its "over-the water" costs (assuming it time charters a freight vessel to provide the service) and an additional \$130 per trip to cover the cost of staffing the New Bedford ferry terminal, for a total of \$4,030 per one-way trip. Further assuming that the freight vessel would carry an average of ten 64-foot trucks on each one-

¹⁸ The staff has not yet had the opportunity to investigate what sources of funding might be available to pay for the cost of constructing a suitable ferry terminal in New Bedford or to cover any deficiency that could result from the operation of the New Bedford freight service. Potential sources include not only federal and state funds, but also local funds (*e.g.*, the Town of Falmouth's passenger embarkation fees).

way trip, the SSA would need to charge a one-way fare of \$403 for a 64-foot truck to travel between New Bedford and Martha's Vineyard.

C. Establishing fares to cover the service's direct and allocated costs.

But establishing the route's fares to recover only a portion of the expenses the SSA incurs to operate the service would not demonstrate whether the service is feasible for the long term. Rather, the staff believes that the New Bedford service will be considered truly feasible only if its fares pay for all of its direct costs and an appropriate allocation of all of the other expenses that the SSA incurs to provide the service. While the SSA could initially charge lower fares for the service to cover only its "over-the-water" and New Bedford terminal costs and then gradually increase the fares to cover both the service's direct and allocated expenses, freight shippers who are induced by relatively lower initial fares to begin using the service ultimately may have to abandon it when the fares subsequently become too expensive for their businesses.

One way to estimate what fare should be established to cover the New Bedford service's direct and appropriately allocated costs is to start with the SSA's "over-the-water" costs for a one-way trip between Woods Hole and Martha's Vineyard. As indicated at pages 8-11, those costs are less than \$1,000 (equal to a freight boat's manning costs of between \$556 and \$629, fuel costs of around \$128 (8 miles x 8 gallons/mile x \$2.00 per gallon), and maintenance costs of around \$160 (8 miles x \$20 per mile), around 25% of the New Bedford service's "over-the-water" costs for a one-way trip. Assuming that the SSA's freight boat will carry an average of eight 64-foot trucks, the SSA theoretically could charge a one-way fare of \$125 for a 64-foot truck to travel between Woods Hole and Martha's Vineyard to cover those "over-the-water" costs.

But the SSA's one-way fare for a 64-foot truck on the route between Woods Hole and Martha's Vineyard is \$260, not \$125, because the SSA needs to charge fares to cover not only its "over-the-water" costs, but all of the other costs it incurs to provide the service. Further, the \$260 one-way fare only pays for a portion of that route's direct and allocated expenses, which are covered not only by the SSA's vehicle fares on that route (which were around \$32,230,000 in 2015), but also by the SSA's passenger fares (\$17,047,000), net parking revenue (\$1,135,000) and other revenue (\$2,088,000). Thus, the vehicle fares on the Woods Hole route pay for only approximately 57% of the cost of that service. By contrast, the vehicle fares on the New Bedford route arguably should be set to pay for 100% of the cost of the New Bedford service, which would mean that a one-way fare for a 64-foot truck on that route should be at least \$579 in order to cover both its direct and allocated costs.¹⁹

¹⁹ This \$579 amount is arrived at by taking the difference between \$260 and \$125, which is \$135, multiplying it by 8/10 (because the chartered vessel is assumed to carry an average of ten trucks instead of eight), to arrive at \$108, and then dividing that number by 0.57 to arrive at \$189. The \$189 is then added to the \$390 needed to cover the New Bedford service's "over-the-water" costs of \$3,900 per trip, assuming that the chartered freight vessel carries an average of ten trucks per trip.

Trucks carrying hazardous cargo on the Woods Hole route are also required to pay a 50% surcharge on the standard fare, bringing the one-way fare for a 64-foot truck carrying hazardous cargo on that route to \$389. But because the reason for that surcharge is to make up for the loss of passenger revenues on “hazardous” trips, the staff does not believe that a similar surcharge should be imposed on hazardous freight shippers traveling on the New Bedford route, assuming that vehicle fares on that route already will be estimated to cover 100% of the cost of the service (instead of only around 57% of the cost of service that the vehicle fares on the Woods Hole route cover).

The staff notes, however, that even a \$579 one-way fare for a 64-foot truck will not be sufficient to also cover the entire cost of operating and maintaining the New Bedford ferry terminal. While the \$260 one-way fare between Woods Hole and Martha’s Vineyard has been set to cover an allocation of the cost of operating and maintaining the Woods Hole ferry terminal, the allocation of that cost is distributed among as many as 28 round trips per day. By contrast, the allocation of the cost of operating and maintaining the New Bedford ferry terminal would be distributed between only two round trips per day. But even though the \$579 one-way fare will not cover all of the costs of the New Bedford service, the staff believes that it represents a fair enough balance of the various interests that would be served by having a freight service between New Bedford and Martha’s Vineyard.²⁰

D. Fares for the New Bedford service should be partially subsidized by the Commonwealth and/or another source of funds other than the SSA.

Although the staff believes that the New Bedford freight service will not be truly feasible unless and until its fares pay for all of its direct and allocated costs, the staff still has some doubt about whether freight shippers will voluntarily choose to travel on the New Bedford route if, as estimated above, the one-way fare for that route is more than twice as high as the one-way fare for the Woods Hole route. As previously noted at pages 20-21, traveling by ferry between New Bedford and Martha’s Vineyard will take 2-½ hours, while driving between New Bedford and Woods Hole and taking the ferry between Woods Hole and Martha’s Vineyard takes a combined 1 hour and 45 minutes. Therefore, unless they are able to ship their trucks back and forth between New Bedford and Martha’s Vineyard without their drivers, freight shippers using the New Bedford service will probably incur higher labor costs that might not be offset by having to spend less on fuel and maintenance due to their not having to drive 50 miles between New Bedford and Woods Hole. Taking the ferry directly between New Bedford and Martha’s Vineyard also prevents the shippers from making deliveries in other mainland communities along the way (at least in one direction when they are taking the ferry to or from New Bedford).

²⁰ Assuming that the fares from the New Bedford freight service are sufficient to pay its direct and allocated costs, the staff does not believe the route should be charged with any potential lost revenues from customers using the freight service who instead would travel on the SSA’s vessels between Woods Hole and Martha’s Vineyard. Rather, the staff assumes that the SSA either will be able to “backfill” those empty spaces with other paying customers or will be able to reduce the amount of service offered via Woods Hole to sufficiently lower the cost of operating that route.

Accordingly, while the staff believes that enough freight shippers might voluntarily use the New Bedford freight service and pay the fares that are necessary to cover the service's direct and allocated costs, the service would obviously have a greater chance of success if the Commonwealth and/or another source of funds (other than the SSA) were to partially subsidize those fares. Such a subsidy would directly lower the freight shippers' cost of taking the ferry between New Bedford and Martha's Vineyard, and it would do so without imposing the burden exclusively on the SSA's other ratepayers (by means of requiring the SSA to increase their fares) to make up the difference. Rather, the subsidy would come from taxes, fees and/or other revenues paid by a larger body of citizens from the region or the Commonwealth or even the nation, as it should, since the benefits of the New Bedford service will be at least regional in nature.

It is also obvious that the greater the subsidy, the greater the New Bedford service's chance of success will be. Further, the subsidy must be institutionalized so that it is assured of being an ongoing subsidy. Otherwise, freight shippers might not use the service out of fear that the New Bedford route's fares will be precipitously increased in later years to pay for the entire cost of the service, effectively driving them to abandon the service and return to the Woods Hole route.

At one end of the spectrum, one could argue that freight shippers should be allowed to travel between New Bedford and Martha's Vineyard for free, as this would maximize the service's chance of success. The staff estimates that such an subsidy would amount to around \$2,547,600 annually (which is equal to \$579 one-way fare x 10 trucks x 20 weekly trips x 22 weeks), and it would have to increase in future years commensurate with the increases in costs incurred by the SSA to provide the service. On the other hand, in 2000 and 2001, the SSA charged freight shippers the same fare regardless of whether they traveled by way of New Bedford or Woods Hole. The staff agrees that there is a sense of fairness about establishing fares for the New Bedford route so that they are identical to the fares for the Woods Hole route, and establishing parity of fares for the two routes would require a subsidy of only \$1,403,600 annually (equal to (\$579-\$260) one-way fare x 10 trucks x 20 trips x 22 weeks), which similarly would have to be increased in future years commensurate with the increases in costs incurred by the SSA to provide the service.

VII. ANTICIPATED EFFECTS OF THE NEW BEDFORD FREIGHT SERVICE.

If the New Bedford freight service were to operate at sufficient capacity to meet most of the direct and allocated costs of the service – namely, carrying an average of ten 64-foot trucks on each one-way trip, with the SSA receiving a one-way fare for each truck of around \$579 – it would result in 40 fewer trucks traveling on Woods Hole Road each weekday during the summer season. In addition, because the vessel chartered by the SSA will probably be more fuel efficient than the *M/V Katama*, the New Bedford freight service would probably result in less fuel overall being consumed than if the trucks carried by the vessel were to travel via Woods Hole.

At this early stage of its analysis, the staff has not yet investigated what other measures might be able to be taken to mitigate the impact of vehicular traffic on Woods Hole Road, as well as what it would cost to implement those measures. Nor has the staff had the opportunity to explore what impacts the New Bedford freight service might have on customers currently traveling

between Woods Hole and Martha's Vineyard, although the staff notes that any adverse impacts should be minimal if no customers are required to use the service and if its direct and allocated costs are paid for entirely by those customers who do use it or by a source other than the SSA, so that the SSA's ratepayers do not have to subsidize the service.

But while the adverse impacts on the SSA and its customers currently traveling between Woods Hole and Martha's Vineyard should be minimal under these conditions, the benefits of this service to others appear to be minimal as well. Indeed, the principal benefit is potentially having up to 40 fewer trucks on Woods Hole Road (and, by extension, on Route 195 east of New Bedford, Route 25 and the Bourne Bridge, and Route 28 from the Bourne Bridge south to Falmouth Center) during the summer season. Otherwise:

- The vacant spaces created on freight trips to and from Woods Hole, particularly during the early morning, will probably be taken by other freight shippers who previously have not been able to secure reservations during that time of day. In turn, their vacant spaces later in the day will probably be taken by visitors to Martha's Vineyard who previously have not been able to secure reservations at all (or reservations when they would like to travel). These additional available spaces will thus result in as many as three or four additional automobiles traveling on Woods Hole for every truck that no longer travels to or from the island via Woods Hole. In addition, if there is a reduction in traffic on Woods Hole, it will probably result during the times of day when it is least popular to travel to or from the island (mid-day and evening), not during the times of day when Woods Hole residents would most like to see traffic levels reduced (early morning and late afternoon).
- The staff does not know how much of the additional automobile traffic on Woods Hole Road will be attributable to visitors who would have traveled to the island anyway, but would have parked their cars on the mainland or would have traveled to Woods Hole by bus. Thus, the staff cannot predict whether the additional automobiles traveling to and from the island via Woods Hole will represent an increase in the number of people visiting Martha's Vineyard or just a shift of people who will now travel with their cars to the island instead of riding the ferries as walk-on passengers.
- The biggest benefit to freight shippers who use the New Bedford freight service will be a reduction in their trucks' fuel and maintenance costs. But those savings will be at least partially offset by the shippers' additional labor costs due to the additional 45 minutes spent by their truck drivers traveling between New Bedford and Martha's Vineyard on each trip, although those additional labor costs might be mitigated if they are allowed to ship their trucks back and forth between New Bedford and Martha's Vineyard without their drivers.
- There potentially will be around three additional jobs in New Bedford due to the need to staff the New Bedford ferry terminal. But it is unclear whether the New Bedford freight service will present an opportunity for additional New Bedford businesses to transport their goods and services to Martha's Vineyard. Many businesses in the New Bedford area already are transporting their goods and service to Martha's Vineyard by traveling through Woods Hole, and the New Bedford freight service will not be materially more economical or efficient than the Woods Hole route, if at all.

Finally, even if the New Bedford freight service is successful and there is the equivalent of a 40-truck-per-day reduction in ferry-related traffic between Woods Hole and Martha's Vineyard, the staff does not know whether the Woods Hole community or the rest of Falmouth will notice it. In this regard, MassDOT's traffic data, which were generally taken during the summer season, indicate that the SSA's Woods Hole ferry terminal operations generate approximately 2,700 average daily vehicle trips (the 7,100 ADT at MassDOT Location ID 257262 on Woods Hole Road, less the 4,400 ADT at MassDOT Location ID 256620 on Water Street as shown in the table below), although the number of trips to and from the Woods Hole terminal is slightly lower because the 2,700 ADT also include vehicles traveling to and from the United States Coast Guard station, Little Harbor Road and Juniper Point. This represents approximately 17% of the traffic on Locust Street (16,100 ADT) at the north end of Woods Hole Road and approximately 35% of the traffic that makes it all the way south on Woods Hole Road to Woods Hole Village (7,100 ADT).

According to MassDOT Traffic Data, the Average Daily Traffic (ADT) for pertinent roadways in Falmouth are:

<u>Street</u>	<u>Average Daily Trips (ADTs)</u>	<u>MassDOT Local ID</u>
Palmer Avenue north of Jones Road	24,154	RPA11-096-20216
Palmer Avenue north of Lakeview Avenue	13,800	RPA11-096-20217
Locus Street south of Route 28	16,100	253271
Woods Hole Road at Kettle Hole Road	8,900	257261
Woods Hole Road at Ransom Road	8,634	7326
Woods Hole Road south of Oyster Pond Road	8,532	RPA11-096-20237
Woods Hole Road south of Church Street	7,100	25762
Water Street west of Woods Hole Road	4,400	256620

* All of the above data, which was collected by MassDOT from 2003 through 2014, was accessed from MassDOT's Transportation Data Management System on April 12, 2016. The website's address is <http://mhd.ms2soft.com/tcds/tsearch.asp?loc=Mhd&mod=>.

As can be seen, a significant portion of the traffic on Palmer Avenue (Route 28) north of Jones Road (24,154 ADT) comes from or continues onto Ter Heun Drive (7,214 ADT) or Jones Road (11,798 ADT), resulting in less traffic on Palmer Avenue (Route 28) north of Lakeview Avenue (13,800 ADT). In addition, at least a portion of the reduction in traffic volume at that location is presumably attributable to SSA customers parking in its parking lot at the Palmer Avenue Site. Traffic volume increases again on Locust Street south of Route 28 (16,100 ADT), reflecting additional traffic that comes from or continues onto West Main Street east of Locust Street (4,848 ADT) and then it gradually decreases the farther south one travels on Woods Hole Road.

And, of course, the 2,700 average daily vehicle trips attributable to the SSA's Woods Hole terminal operations pale by comparison to the average daily vehicle trips on other state highways that join Falmouth with its other neighboring towns, including Routes 28 and 151 near the Mashpee Rotary (21,200 ADT in 2006 and 20,455 ADT in 2015, respectively), Route 28 south of the Otis Rotary (27,352 ADT in 2015), and the Bourne and Sagamore Bridges (45,173 ADT and 50,871 ADT, respectively, in 2015). In these circumstances, the staff suggests that it might be a better use of the large amount of public funds that will be required to provide New Bedford freight service to instead attempt to reduce traffic levels on the many other state highways in the area that are far more congested. Indeed, the stark contrast in traffic levels on Woods Hole Road and other state highways in the area indicates that the SSA's ferry service has had the salutary effect of constraining the amount of traffic on Woods Hole Road. Further, by implementing "reservation-only" days during the Memorial Day, Columbus Day, and summer weekends, the SSA effectively modulates the traffic generated by its Woods Hole terminal operations even further by ensuring that the traffic is spread throughout the day and minimizing the number of people who travel in the cars to the Woods Hole terminal without reservations.

VIII. RECOMMENDATION.

The staff recommends that this preliminary report be made publicly available and that the SSA then solicit comments, information and suggestions from everyone who may be interested in a possible New Bedford freight service, including but not limited to island residents, Falmouth residents (particularly Woods Hole residents), New Bedford residents, freight shippers, the SSA's other customers, the Cape Cod Commission, the Martha's Vineyard Commission, and public officials of all the potentially affected municipalities and appropriate agencies of the Commonwealth of Massachusetts. The staff recommends that the SSA then consider and discuss the comments, information and suggestions received, and prepare a second report, which also would be made publicly available. Unless the comments, information and suggestions received in response to this preliminary report persuade the SSA to act otherwise:

- A. The staff recommends that the SSA entertain a proposal from Packer Marine (R.M. Packer Co., Inc. / Towing & Transportation Co., Inc.) to provide a barge and tug service for transporting freight vehicles between New Bedford and Martha's

Vineyard on a “roll-on/roll-off” basis pursuant to a license agreement with the SSA, potentially without the payment of any license fees.

- B. The staff recommends that the SSA also engage the services of Craig Johnson of Flagship Management to find out, on the SSA’s behalf, whether any private operators might be interested in providing the New Bedford freight service at their own financial risk under a license agreement with the SSA and, if so, under what terms and conditions.
- C. The staff recommends that the SSA work with the Cape Cod Commission, the Martha’s Vineyard Commission, and public officials of all of the municipalities that could be affected by a New Bedford freight service for the purpose of submitting a joint request to the appropriate agency or agencies of the Commonwealth of Massachusetts and/or other local or regional governmental entities:
 - 1. to fund the construction, operation and maintenance of a suitable freight ferry terminal in New Bedford; and
 - 2. to provide annual funding to the SSA for the New Bedford freight service in a sufficient amount to cover the difference each year between (a) the amount of the SSA’s direct and allocated costs of the service, and (b) the amount of fares the SSA derives from the service.
- D. Once the funding described in (C) above is secured and a schedule is established for the New Bedford freight ferry terminal’s completion, unless by that time a private operator has entered into a license agreement with the SSA to provide the New Bedford freight service at its own financial risk, the staff recommends that the SSA negotiate and enter into a time charter for a freight vessel from a private operator to provide freight ferry service between New Bedford and the SSA’s Vineyard Haven terminal in accordance with the following parameters (as they might be revised based upon the comments, information and suggestions received in response to this preliminary report):
 - 1. The freight vessel would make two round trips a day on weekdays (excluding holidays) during approximately a 22-week summer season, with the potential to also operate the service, if the SSA chooses, on weekends and holidays.
 - 2. The SSA would provide reservation and ticketing services for the freight service, and will integrate reservations for travel on the New Bedford route into its existing reservations system so that customers traveling to and from Martha’s Vineyard can make reservations in one direction by way of New Bedford and in the other direction by way of Woods Hole.

3. The first daily one-way trip from New Bedford to Martha's Vineyard would be designated as a "hazardous cargo" trip and customers traveling between New Bedford and Martha's Vineyard with their vehicles (both trucks and automobiles) would be able to make reservations on that route the same way they are able to make reservations on the SSA's other freight trips.
4. Customers traveling with their automobiles would also be allowed to travel standby on the freight trips between New Bedford and Martha's Vineyard in the same manner that they are able to travel standby on the SSA's other freight trips.
5. Freight shippers would be allowed to ship their trucks between New Bedford and Martha's Vineyard without their drivers if the SSA is assured that each "driverless" truck on the vessel is physically met at the ferry terminal by its driver when the vessel arrives there so that the truck can be immediately driven off the vessel.
6. The New Bedford freight service would be provided on a summer-seasonal basis for an initial three-year period, with the potential to extend the operating season if the SSA so chooses.
7. The SSA would establish the same rates of fare for the New Bedford route as it establishes for the Woods Hole route.



GO

Imagery Date: 5/23/2015 lat 41.544504° lon -70.778

Dukes

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Data: SIO, NOAA, U.S. Navy, NGA, GEBCO

Vineyard Sound

APPENDIX H



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

RESPONSES TO THE PUBLIC COMMENTS RECEIVED REGARDING THE PRELIMINARY REPORT ON THE FEASIBILITY OF PROVIDING FREIGHT SERVICE BETWEEN NEW BEDFORD AND MARTHA'S VINEYARD

March 2, 2017

In April 2016, copies of the staff's Preliminary Report on the Feasibility of Providing Freight Service between New Bedford and Martha's Vineyard (the "Preliminary Report") were sent to appropriate public officials of all of the municipalities that could be affected by a freight ferry service between New Bedford and Martha's Vineyard and posted on the SSA's website (as well as on the homepage of the Town of Falmouth's website) along with a letter asking those public officials and members of the public to email their comments and suggestions to the SSA. In response to its request, the SSA received a total of three emails about the Preliminary Report. Copies of those emails were attached to Staff Summary #GM-672, dated July 14, 2016, and the staff is now taking the opportunity to respond to them.

I. Potential Freight Ferry Terminal Facilities in New Bedford.

In the Preliminary Report, the staff questioned whether there are any suitable locations on the New Bedford waterfront that could be made available to accommodate a freight ferry service without huge investment. The staff also stated that, if the SSA were to provide the service, they would prefer that the SSA use the New Bedford State Pier, but that there were several obstacles to using the Pier for a freight ferry service, including the fact that it would need substantial repairs in order for freight trucks to be able to be loaded on and off of the existing transfer bridge that is located on the north side of the Pier. Finally, the staff noted that they were aware of only three other possible locations in New Bedford Harbor that might be able to be used as a freight ferry terminal – (1) the New Bedford Marine Commercial Terminal, although a new slip with a transfer bridge and dolphins would first have to be constructed there; (2) AGM Marine Contractors' facility on Fish Island; and (3) Packer Marine's facility on Herman Melville Boulevard.

In a letter dated April 25, 2016, New Bedford Mayor Jonathan F. Mitchell expressed his gratitude for the staff's Preliminary Report and confirmed that the Port of New Bedford is interested in developing certain freight opportunities out of New Bedford Harbor that make sense for the SSA, the Port of New Bedford, and the City of New Bedford. In that same letter, however, Mayor Mitchell cautioned that any investment in the port's facilities or infrastructure needs to be consistent with the City's planning efforts, as described in the recently released *New Bedford Waterfront Framework Plan* (the "Plan"), and he noted that these efforts include the City's plan to establish areas of public accommodation and expanded ferry service on the State Pier. Mayor Mitchell also observed that certain cargoes, such as municipal solid waste from the Islands, would be incompatible with those plans.

The *New Bedford Waterfront Framework Plan*, which was issued in March 2016, proposes "a reimagined State Pier" that will be "a new center for the waterfront tourism experience" at the geographic heart of New Bedford's diverse waterfront. Describing how recent streetscape and crossing improvements already have enhanced the pedestrian realm at the State Pier, the Plan "imagines strategic changes to the downtown side of State Pier to attract more visitors to the site." (Plan, at p. 52). These changes include:

- providing a flexible-use public space at the southwest corner of the Pier;
- constructing a new "gateway" building, located midway on the southern edge of the pier, to house a relocated fish auction, fish market, welcome center, retail store and visitor services;
- constructing a cluster of a few commercial buildings for retail stores and restaurants on the northwest corner of the Pier; and
- providing space for recreational boating along the northern edge of the Pier.

(Plan, at pp. 52-59).

While the Plan envisions "maintaining existing ferry and marine industrial operations" at the State Pier (Plan, at p. 60), it does not propose any enlargement of the area on the Pier that is currently being used (and will continue to be used) for SeaStreak's passenger ferry operations. (Plan, at p. 56). Indeed, the Plan suggests that the Cuttyhunk Ferry might also operate from the same location on the Pier where SeaStreak will continue provide its passenger ferry service. (Plan, at pp. 62, 65). Thus, as described in the Plan, the reimagined State Pier will not accommodate a ferry service for vehicles as well as passengers, let alone a ferry service for freight trucks between New Bedford and Martha's Vineyard.¹

¹ Despite the Plan's vision for the State Pier, on August 18, 2016, the New Bedford City Council adopted a motion requesting that the Governor, Legislature, Seaport Economic Council and the SSA "look into the feasibility of installing a ferry service for cargo, vehicles, etc. at the State Pier," saying that "there is already an existing port at that location, this ferry service would not only lessen the congestion that exists at Woods Hole, but would provide an economic boom [sic] to New Bedford."

Nevertheless, Mayor Mitchell agreed with the staff's observation in the Preliminary Report that it is worth exploring whether facilities in the planned South Terminal Area or Northern Waterfront District of New Bedford Harbor might be able to be developed to suit the needs of freight haulers. Accordingly, on September 1, 2016, SSA General Manager Wayne C. Lamson and SSA General Counsel Steven M. Sayers met with Mayor Mitchell, New Bedford Harbor Development Commission Executive Director Edward C. Anthes-Washburn (who is also the New Bedford Port Council member), and New Bedford Authority Member Moira E. Tierney to discuss whether there are any other possible facilities within the port might be suitable and available to accommodate a freight ferry service between New Bedford and Martha's Vineyard.

At that meeting, the staff was informed that the City (through the Harbor Development Commission) is exploring the possibility of developing a multi-modal transportation facility in the Northern Waterfront District of New Bedford Harbor and that it already has a sufficient amount of federal funds to prepare a feasibility study for it. After the feasibility study is completed, the City plans to apply to the United States Department of Transportation (DOT) for a Transportation Investment Generating Economy Recovery (TIGER) Grant to help fund the construction of the facility.² The City also is willing to allow the facility to be used for providing freight ferry service between New Bedford and Martha's Vineyard, although that will not be one of the facility's principal purposes.

² DOT uses the TIGER Grant program to invest in road, rail, transit and port projects that promise to achieve national objectives. Applicants for TIGER Grants must detail the benefits their projects will deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, quality of life, and environmental sustainability. DOT also evaluates projects on innovation, partnerships, project readiness, benefit cost analysis, and cost share.

TIGER can fund port and freight rail projects that play a critical role in the nation's ability to move freight, but have limited sources of federal funds, by providing capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others. This is in contrast to traditional federal programs which provide funding to very specific groups of applicants, mostly state DOTs and transit agencies. This flexibility allows TIGER and DOT's traditional partners at the state and local levels to work directly with a host of entities that own, operate and maintain much of the nation's transportation infrastructure, but otherwise cannot turn to the federal government for support.

While TIGER can fund projects that have a local match as low as twenty percent of the total project costs, TIGER projects have historically achieved, on average, co-investment of 3.5 dollars (including other federal, state, local, private and philanthropic funds) for every TIGER dollar invested.

II. The Staff's Proposed Potential Model for the Service.

In the Preliminary Report, the staff described in detail a potential model for providing the service that the staff believes has the greatest chance of success over the long term. In short, after funding for the construction, operation and maintenance of a suitable freight ferry terminal in New Bedford is secured, as well as annual funding for the additional cost of the service itself, the staff recommended that a private operator provide the service in accordance with the following parameters:

1. The freight vessel would make two round trips a day on weekdays (excluding holidays) during approximately a 22-week summer season, with the potential to also operate the service, if the SSA chooses, on weekends and holidays.
2. The SSA would provide reservation and ticketing services for the freight service, and will integrate reservations for travel on the New Bedford route into its existing reservations system so that customers traveling to and from Martha's Vineyard can make reservations in one direction by way of New Bedford and in the other direction by way of Woods Hole.
3. The first daily one-way trip from New Bedford to Martha's Vineyard would be designated as a "hazardous cargo" trip, and customers traveling between New Bedford and Martha's Vineyard with their vehicles (both trucks and automobiles) would be able to make reservations on that route the same way they are able to make reservations on the SSA's other freight trips.
4. Customers traveling with their automobiles would also be allowed to travel standby on the freight trips between New Bedford and Martha's Vineyard in the same manner that they are able to travel standby on the SSA's other freight trips.
5. Freight shippers would be allowed to ship their trucks between New Bedford and Martha's Vineyard without their drivers if the SSA is assured that each "driverless" truck on the vessel is physically met at the ferry terminal by its driver when the vessel arrives there so that the truck can be immediately driven off the vessel.
6. The New Bedford freight service would be provided on a summer-seasonal basis for an initial three-year period, with the potential to extend the operating season if the SSA so chooses.
7. The SSA would establish the same rates of fare for the New Bedford route as it establishes for the Woods Hole route.

On April 29, 2016, A.J. Clarke of J P Noonan Transportation emailed the SSA saying that his gut reaction was that the proposed model for the service would not work on a voluntary basis because of the additional time required to make these trips. Mr. Clarke continued:

Any situation that increases time required will result in reduced productivity of the trucks involved and increase costs by a factor of this extra time resulting in increased cost to the ultimate consumer of these products, or island residents. I feel that the reduced productivity will require additional trucks to continue with the same level of service.

The staff agrees with Mr. Clarke that it will take more time for a freight truck to travel entirely by ferry between New Bedford and Martha's Vineyard (2-½ hours via Quick's Hole) than it currently takes for a truck to drive from New Bedford to Woods Hole (1 hour) and then take the ferry from there to Martha's Vineyard (45 minutes). See Preliminary Report, at p. 5. However, freight shippers who travel entirely by ferry between New Bedford and Martha's Vineyard will benefit from a reduction in their trucks' fuel and maintenance costs, and their increased labor costs for the additional 45-minutes spent by their drivers might be mitigated for shippers carrying non-hazardous freight if they are allowed to ship their trucks back and forth between New Bedford and Martha's Vineyard without their drivers. See Preliminary Report, at p. 33. Therefore, provided that the New Bedford-Martha's Vineyard freight ferry service is operated in accordance with the parameters recommended by the staff in their Preliminary Report, the staff does not believe that there is a sufficient basis at this point to conclude that traveling entirely by ferry between New Bedford and Martha's Vineyard, instead of driving to Woods Hole and then taking the ferry from there to Martha's Vineyard, will result in an increase in the cost of goods on the island that are shipped entirely by ferry from New Bedford.

By contrast, in a letter to General Manager Wayne Lamson, dated June 28, 2016, Woods Hole resident Nat Trumbull described many reasons why he believes that a freight ferry service between New Bedford and Martha's Vineyard will succeed. But the multitude of issues raised by Mr. Trumbull are far beyond the scope of this report. Suffice it to say that the staff attempted to arrive at a proposed model for a freight ferry service between New Bedford and Martha's Vineyard that has the greatest chance of success over the long term, assuming that the service will be provided. With respect to that proposed model for the freight service, the staff is able to discern only two disagreements that Mr. Trumbull expressed in his letter about the staff's recommended parameters for the service. They are as follows:

- Mr. Trumbull suggests that, in order to attract shippers to this new ferry route and schedule, a five-year rather than a three-year guaranteed schedule might be more appropriate. (Mr. Trumbull's June 28, 2016 letter, at p. 3). The staff is not averse to increasing the minimum number of years for which the service is initially provided, assuming that the commitment is made not only by the SSA, but by all of the other participants in this endeavor, including the source of the funds that will be needed to cover the costs of the service which are not paid for through its fares. See Preliminary Report, at pp. 25-26.

- Mr. Trumbull disagrees with the staff's recommendation that the SSA should not subsidize the cost of the freight ferry service between New Bedford and Martha's Vineyard (Mr. Trumbull's June 28, 2016 letter, at p. 7). However, for the reasons stated at length in the Preliminary Report, at pp. 26-29, the staff continues to believe that, in order to be fair and equitable to the residents of Martha's Vineyard, any New Bedford freight service must effectively pay for itself or be funded by one or more entities other than the SSA.

Finally, Mr. Trumbull notes that more specific cost estimates are needed for varying levels of repairs to the relevant portions of the New Bedford State Pier, that the staff has not clearly specified the timeframe, after funding is secured, within which the State Pier can be repaired, and that the staff has not explored in detail the specific funding sources that might be available for the repair of the State Pier. (Mr. Trumbull's June 28, 2016 letter, at p. 5). He is correct, and that is why the staff has recommended that the SSA work with the Cape Cod Commission, the Martha's Vineyard Commission, and public officials of all of the municipalities that could be affected by a New Bedford freight service to explore all of these issues, including how to fund the construction, operation and maintenance of a suitable freight ferry terminal in New Bedford, and how to provide annual funding to the SSA for the New Bedford freight service. See Preliminary Report, at p. 36.

III. Recommendation.

Thus, the SSA has not received any comments from any public officials or members of the public that seriously disagree with any of the principal recommendations contained in the staff's Preliminary Report (except for Mr. Trumbull's disagreement with the staff's recommendation that the SSA should not subsidize the cost of the freight ferry service between New Bedford and Martha's Vineyard). Accordingly, with a few minor modifications,³ the staff renews their recommendations in substantially the same form as they were presented in April 2016, as follows:

- A. The staff recommends that the SSA entertain a proposal from Packer Marine (R.M. Packer Co., Inc. / Towing & Transportation Co., Inc.) to provide a barge and tug service for transporting freight vehicles between New Bedford and Martha's Vineyard on a "roll-on/roll-off" basis pursuant to a license agreement with the SSA, potentially without the payment of any license fees.

³ The modifications include (a) including the Southeast Regional Planning and Economic Development District among the governmental entities that the staff recommends the SSA should work with to obtain funding [see Recommendation, ¶ C]; (b) clarifying that the staff is recommending that only shippers of non-hazardous freight allowed to ship their trucks between New Bedford and Martha's Vineyard without their drivers because, in accordance with United States Coast Guard regulations, operators of vehicles carrying hazardous freight are required to remain with the vehicles while they are on the ferries (see Recommendation, ¶ D(5)); and (c) recommending that the first daily one-way trip from New Bedford to Martha's Vineyard only be tentatively designated as a "hazardous cargo" trip [see Recommendation, ¶ D(6)].

- B. The staff recommends that the SSA also engage the services of Craig Johnson of Flagship Management to find out, on the SSA's behalf, whether any private operators might be interested in providing the New Bedford freight service at their own financial risk under a license agreement with the SSA and, if so, under what terms and conditions.
- C. The staff recommends that the SSA work with the Cape Cod Commission, the Martha's Vineyard Commission, the Southeast Regional Planning and Economic Development District, and public officials of all of the municipalities that could be affected by a New Bedford freight service for the purpose of submitting a joint request to the appropriate agency or agencies of the Commonwealth of Massachusetts and/or other local or regional governmental entities:
 - 1. to fund the construction, operation and maintenance of a suitable freight ferry terminal in New Bedford; and
 - 2. to provide annual funding to the SSA for the New Bedford freight service in a sufficient amount to cover the difference each year between (a) the amount of the SSA's direct and allocated costs of the service, and (b) the amount of fares the SSA derives from the service.
- D. Once the funding described in (C) above is secured and a schedule is established for the New Bedford freight ferry terminal's completion, unless by that time a private operator has entered into a license agreement with the SSA to provide the New Bedford freight service at its own financial risk, the staff recommends that the SSA negotiate and enter into a time charter for a freight vessel from a private operator to provide freight ferry service between New Bedford and the SSA's Vineyard Haven terminal in accordance with the following parameters:
 - 1. The freight vessel would make two round trips a day on weekdays (excluding holidays) during approximately a 22-week summer season, with the potential to also operate the service, if the SSA chooses, on weekends and holidays.
 - 2. The SSA would provide reservation and ticketing services for the freight service, and will integrate reservations for travel on the New Bedford route into its existing reservations system so that customers traveling to and from Martha's Vineyard can make reservations in one direction by way of New Bedford and in the other direction by way of Woods Hole.
 - 3. Customers traveling between New Bedford and Martha's Vineyard with their vehicles (both trucks and automobiles) would be able to make reservations on that route the same way they are able to make reservations on the SSA's other freight trips.

4. Customers traveling with their automobiles would also be allowed to travel standby on the freight trips between New Bedford and Martha's Vineyard in the same manner that they are able to travel standby on the SSA's other freight trips.
5. The first daily one-way trip from New Bedford to Martha's Vineyard tentatively would be designated as a "hazardous cargo" trip.
6. Shippers of non-hazardous freight would be allowed to ship their trucks between New Bedford and Martha's Vineyard without their drivers if the SSA is assured that each "driverless" truck on the vessel is physically met at the ferry terminal by its driver when the vessel arrives there so that the truck can be immediately driven off the vessel.
7. The New Bedford freight service would be provided on a summer-seasonal basis for an initial period of several years (as agreed upon by all of the participants in this endeavor, including the source of the funds that will be needed to cover the costs of the service which are not paid for through its fares), with the potential to extend the operating season if the SSA so chooses.
8. The SSA would establish the same rates of fare for the New Bedford route as it establishes for the Woods Hole route.

APPENDIX I

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET
STEAMSHIP AUTHORITY

LOCAL FREIGHT TARIFF
OF
CLASS AND COMMODITY RATES

APPLYING BETWEEN

WOODS HOLE, HYANNIS, VINEYARD HAVEN, OAK BLUFFS AND NANTUCKET, MA

AS INDICATED HEREIN

Governed, except as otherwise provided herein by
Coordinated Motor Freight Classification No. 16,
MF-ICC No. 299, MDPU No. 173 (New England Motor
Rate Bureau, Inc., Agent), supplements hereto or
reissues thereof; T. C. George's Water Carrier
Tariff No. 22, ICC No. 22, supplements hereto or
reissues thereof.

The provisions published herein will, if effective, not result in an effect on
the quality of the human environment.

ISSUED JANUARY 1, 2017

EFFECTIVE JANUARY 1, 2017

Issued under authority of Chapter 701 of the Acts of 1960 of the Commonwealth of
Massachusetts.

Issued By:

Kathleen J. Walters
Traffic Manager
P. O. Box 284
Woods Hole, MA 02543

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EXPLANATION OF ABBREVIATIONS

WH	- Woods Hole, MA
VH	- Vineyard Haven, MA
OB	- Oak Bluffs, MA
NT	- Nantucket, MA
HY	- Hyannis, MA
ICC	- Interstate Commerce Commission
Incl.	- Inclusive
Lbs.	- Pounds
MA	- Massachusetts
MDPU	- Massachusetts Department of Public Utilities
Min. Chg.	- Minimum Charge
No.	- Number
Nos.	- Numbers
S/S Authority	- Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
OAL	- Overall Length, including Overhang Beyond Bumpers
OAH	- Overall Height of Vehicle and Load
Noibn	- Not Otherwise Indexed by Name
N/A	- Not Available

EXPLANATION OF REFERENCE MARKS

◆	To denote increase
■	To denote decrease
▲	To denote change in wording

RULES GOVERNING TARIFF

RULE 1. RESTRICTED ARTICLES:

- (a) Explosive, flammable, dangerous or objectionable goods will be accepted for transportation.
- (1) Only after prior booking arrangements in writing have been made with, and accepted by the S/S Authority; the latter reserving the right to refuse to accept or transport any goods which, in its judgment, are objectionable or likely to damage the vessel, docks, or other cargo; or for which, in the judgment of the S/S Authority, it has not safe and suitable stowage; and
- (2) Only when shipping containers, marking and packing requirements for, and handling, stowage and transportation of explosive, and hazardous and dangerous articles other than explosives, are in accordance with the rules and regulations prescribed in Agent T. C. George's Water Carrier Tariff No. 24, ICC No. 24, supplements thereto or reissues thereof.
- (b) Pieces of machinery, cumbersome or heavy articles may be refused unless it has previously been ascertained that such pieces can be handled by the S/S Authority.
- (c) Acceptance of vehicle shipments under this tariff is subject to the following gross weight and dimensional limitations:

	Limiting Port Height	Limiting Port Width at Wheel Height	Limiting Port Width Above Wheel	Maximum Gross Weight of Each Two Axle Vehicle in Lbs.	Maximum Gross Weight of Each Three or More Axle Vehicle in Lbs.
M/V M. Vineyard	13' 0"	9' 6"	12' 0"	52,000	86,000
M/V Governor	16' 0"	9' 6"	12' 0"	52,000	86,000
M/V Sankaty	16' 0"	9' 6"	12' 0"	52,000	86,000
M/V Nantucket	13' 0"	9' 6"	12' 0"	52,000	86,000
M/V Katama	16' 0"	9' 6"	12' 0"	52,000	86,000
M/V Eagle	16' 0"	9' 6"	12' 0"	52,000	86,000
M/V Gay Head	16' 0"	9' 6"	12' 0"	52,000	86,000
M/V Island Home	16' 0"	9' 6"	12' 0"	52,000	86,000

Shipments in excess of the above weights may be accepted by making prior arrangements with the General Office of the S/S Authority.

RULE 2. RULES AND REGULATIONS GOVERNING RESERVATION OF SPACE FOR, AND THE SHIPMENT OF, MOTOR VEHICLES.

- (a) Gasoline tanks of motor vehicles need not be emptied, but no extra gasoline may be carried in other receptacles.
- (b) The S/S Authority neither agrees nor guarantees to forward motor vehicles by any particular boat or trip, or to the exclusion of other freight.
- (c) Requests for reservation of space for vehicles will be made year round upon application and prepayment of transportation charges. If space is not used, refund of fares paid will be governed by Rule 2(d). At customer's option - passenger fares may also be prepaid.

- (d) In the event that the purchaser does not use the reserved space as originally applied for - the following rules will apply:
- (1) For vehicles under 20 ft. overall length: A refund of the purchase price will be issued if cancellation notice is received by the S/S Authority at least 14 days in advance of scheduled departure time. Otherwise, the ticket may only be used for another date when at least 1 hour notice is received prior to scheduled departure.
 - (a) For vehicles 20 ft. in length but less than 22 ft. in length and traveling on Excursion rates: A refund of the purchase price will be issued if cancellation notice is received by the S/S Authority at least 14 days in advance of scheduled departure time. Otherwise, the ticket may only be used for another date when at least 1 hour notice is received prior to scheduled departure.
 - ▲ (2) For vehicles 20 ft. in length and over: No penalty charge will be assessed if cancellation notice is received by the S/S Authority by 6:00 AM the day before the scheduled departure time. A penalty charge will be assessed according to 100% of the applicable one way vehicle fare if cancellation notice is received any time after 6:00 AM.
 - (3) For all vehicles regardless of overall length: A reservation changed within 14 days of scheduled departure and subsequently cancelled at any time will be subject to the applicable refund penalty.
 - (4) An original reservation has a limit of one modification that can be made without incurring a charge. Modifications will only be made during the reservation bureau's normal operating hours. Changes will require a minimum of 1 hour notice prior to the scheduled sailing trip. Modifications requested and granted after the first modification will require a \$10.00 fee.
 - (5) There is a \$10.00 processing charge for all vehicle ticket refunds regardless of when cancellation notice is received by the S/S Authority, or for the replacement of vehicle ticket.
 - (6) In the event that a reservation is either not changed with at least 1 hour advance notice or not used as reserved, the ticket shall be valid for stand-by travel solely on the date last reserved. This vehicle shall have no priority over other stand-by vehicles.
 - (7) Reservation tickets are valid for refund one year from date of issue, subject to Rule 2D.
 - (8) Reservations secured by a S/S Authority approved company charge are subject to Rules 2(d) (1), (2), (3), (4), (6) and (7). Penalty charge assessment shall be based on the applicable one way vehicle fare.

- (9) All participants with S/S Authority Charge Accounts in the Bulk Freight Reservation Program for vehicles in excess of 20 feet for reservations 30 or more days in advance of the scheduled departure date will be required to provide a 10% prepaid deposit. The prepaid 10% deposit is refundable for up to 20% of the shipper's total bulk freight reservations. The prepaid deposit will be nonrefundable for all reservation cancellations in excess of 20% of the shipper's bulk freight reservations. NOTE: All reservation cancellations must allow for at least a 24-hour notification prior to sailing time to avoid penalties.
- (10) All reservations made outside of 30 days in advance of scheduled departure, by participants in the Bulk Freight Reservation Program, will require a 10% nonrefundable prepaid deposit. This prepaid deposit will be due at the time the reservation is made.
- (e) If motor vehicle is not at wharf ready for loading thirty (30) minutes before advertised sailing time of boat, the reserved space will be used for other freight, and motor vehicle will be held over until a later trip and shipped on a stand-by basis. This vehicle shall have no priority over other stand-by vehicles.
- (f) If for any reason a scheduled trip on which there are reservations is cancelled, reservations on cancelled trip will hold priority on subsequent scheduled trips after reservations for the particular trip have been provided for.
- (g) Requests for reservations must state the overall height of vehicle and load if it exceeds 6'6".
- (h) Applications for reservations should be addressed to the S/S Authority's Reservation Bureau at Pine Tree Place, 509 Falmouth Road, Suite 1-C, Mashpee, MA 02649, 508-477-8600 or www.steamshipauthority.com.
- (i) Customer is required to have a driver available to operate motor vehicle at all times when motor vehicle is on the property or vessel of the S/S Authority. It is customer's responsibility to operate motor vehicle whenever it is moved under its own power, including driving the vehicle on and off the vessel. The S/S Authority is not responsible in any way for the operation of customer's motor vehicle.
- (j) All vehicle size reductions, for vehicles greater than 20 feet, resulting in the downsizing of reserved space requirements will require that notification is received by the S/S Authority at least 24 hours in advance of scheduled departure time. In the event that the shipper does not reduce space requirements beforehand, the carrier will be responsible for vehicle size as reserved at the applicable rate.

RULE 3. STORAGE CHARGES:

- (a) Unless otherwise specifically provided in tariffs lawfully on file with the Massachusetts Department of Public Utilities - vehicles not immediately removed from terminals of the S/S Authority at ports of destination will be subject to the following charges for storage:

On vehicles each - below rates per calendar day or fraction thereof:

<u>Parking Rates</u>		Woods Hole Terminal Lots	Palmer Ave. Falmouth Lots	Falmouth Area Off-site Lots
Jan 1 - Mar 31		10.00	10.00	10.00
Apr 1 - May 14		13.00	13.00	13.00
May 15 - Sept 14		15.00	15.00	15.00
Sept 15 - Oct 31		13.00	13.00	13.00
Nov 1 - Dec 31		10.00	10.00	10.00

<u>Parking Rates</u>		Hyannis Terminal Lot	Lewis Bay Hyannis Lot	Yarmouth Rd. Hyannis Lot	Brooks Rd. Hyannis Lot
Dec 15 - Mar 31		5.00	5.00	5.00	5.00
Apr 1 - Apr 30		10.00	10.00	10.00	10.00
May 1 - June 14		15.00	12.00	12.00	12.00
June 15 - Sept 14		20.00	15.00	15.00	15.00
Sept 15 - Oct 31		15.00	12.00	12.00	12.00
Nov 1 - Dec 14		10.00	10.00	10.00	10.00

<u>Parking Rates</u>		Nantucket Terminal Lot Vehicles less than 20'	Nantucket Terminal Lot Vehicles 20' and over
Jan 1 - Mar 31		8.00	25.00
Apr 1 - May 14		8.00	25.00
May 15 - Sept 14		12.00	25.00
Sept 15 - Oct 14		12.00	25.00
Oct 15 - Dec 31		8.00	25.00

Note: also applies to driverless vehicles shipped to Nantucket that are not picked up by 9:30AM on the following day.

<u>Parking Permits</u>	Woods Hole Terminal Lots		Palmer Ave. Falmouth Lots	
	Permit Price	Multi Payment Option	Permit Price	Multi Payment Option
Jan 1 - Dec 31 Yearly	1,100.00	1,150.00	650.00	700.00
Jan 1 - May 14 Off-Season	-	-	250.00	-
Sept 15 - Dec 31 Off-Season	-	-	200.00	-

<u>Parking Permits</u>	Hyannis Terminal		Lewis Bay Lot		Yarmouth Rd. Lot	
	Permit Price	Multi Payment Option	Permit Price	Multi Payment Option	Permit Price	Multi Payment Option
Jan 1 - Dec 31 Yearly	950.00*	1,000.00*	800.00**	850.00**	650.00	700.00
Jan 1 - May 14 Off-Season	-	-	-	-	275.00	-
Sept 15 - Dec 31 Off-Season	-	-	-	-	225.00	-
Jan 1 - May 14 Off-Season	-	-	-	-	350.00***	-
Sept 15 - Dec 31 Off-Season	-	-	-	-	300.00***	-

* Must be current Hyannis Terminal parking permit holder and Nantucket resident. Enables permit holder to park at Lewis Bay 5/15 - 10/14 and Hyannis Terminal 10/15 - 5/14.

** Must be current Hyannis Terminal parking permit holder. Must park at Lewis Bay 5/15 - 10/14 and Yarmouth Rd. 10/15 - 5/14.

*** includes one round trip auto excursion ticket good from Jan 1 - May 14 or Sept 15 - Dec 31 respectively subject to Rule 3, Page 3 of S/S Authority Local Freight Tariff MDPU No. F-103, supplements thereto or reissues thereof.

RULE 4. TRANSPORTATION OF LIVESTOCK:

Livestock, including: cattle, goats, horses, mules, sheep or swine will not be accepted for shipment unless transported in customer's vehicle.

RULE 5. PREPAYMENT OF FREIGHT CHARGES:

All shipments must be prepaid from port to port, unless shipper has been placed on the Authorized Credit List of the S/S Authority.

RULE 6. FREIGHT ON TRUCKS, Shipper's Responsibility for:

- (a) Shippers of freight on trucks will be required to open their vehicles for inspection of contents, when requested by the S/S Authority. The purpose of this inspection will be to determine that no dangerous or prohibited articles (see Rule 1) have been accepted for transportation and also to verify the description of the vehicle's contents if a higher rate might apply.
- (b) The S/S Authority will not be responsible for loss from theft or pilferage of freight carried on customer's vehicle. Such freight must be protected by locks on the vehicle or must be guarded by the driver of the vehicle while in transit.

RULE 7. CHANGE OF SCHEDULE:

Carrier reserves the right to deviate from or to cancel sailing schedules without notice, and carrier assumes no liability for loss, damage or expense which may result there from.

RULE 8. SUBSTITUTION OF VESSELS:

Carrier reserves the right in all cases and without liability to substitute one vessel for another.

RULE 9. INSURANCE:

Shipments are insured against all risks, perils and liability which a common carrier by water assumes under existing law and shipping contract, and also against fire and marine risks, including perils of the sea and fire, jettison and barratry.

In no event, however, is the property insured against loss, damage or expense caused directly or indirectly by war, atomic weapons, radioactive force, strikes, lock-out workman, and persons taking part in labor disturbances, riots, civil commotions, rebellions or insurrections.

RULE 10. CHARGES FOR MISCELLANEOUS SERVICE:

- (a) When vehicle is transported without driver and customer fails to have driver on hand at the time of loading or unloading of the vessel - the S/S Authority, subject to Rule 10(c), will assess the following service charge for providing the customer with an employee to operate customer's motor vehicle in driving it on or off the vessel, as the case may be:

<u>Overall Length of Vehicle</u>	<u>JAN 1 - APR 30 &</u>	<u>MAY 1 - SEPT 30</u>
	<u>OCT 1 - DEC 31</u>	
Under 20'	\$ 25.00	35.00
20' and over	50.00	50.00

This service charge will not apply when customer's driver travels separately for the convenience of the S/S Authority.

- (b) When customer fails to have driver on hand for a driverless vehicle at the time of unloading of vessel at Woods Hole or Hyannis Terminal, and vehicle must be moved to an off-site parking area in Falmouth or Hyannis - the S/S Authority, subject to Rule 10(c), will assess a \$50.00 service charge for providing the customer with an employee to drive customer's motor vehicle to the off-site parking area. The service charge will be in addition to any charge assessed under Rule 10(a) above.
- (c) Driverless vehicles will be accepted for transportation, except at the Woods Hole, Vineyard Haven or Oak Bluffs Terminals, and the services set forth in Rules 10(a) and 10(b) provided, only after customer agrees in writing, in a form provided by the S/S Authority, (1) to assume all liability which may arise from the operation of motor vehicle by the employee, (2) to defend and indemnify S/S Authority for any claims arising there from, (3) to waive any right to notice of the arrival of the motor vehicle at the port of destination, and (4) to maintain insurance satisfactory to the S/S Authority which provides coverage for the employee, and the S/S Authority as an additional insured, for claims arising from the employee's operation of the vehicle.
- (d) If because of dead batteries, flat tires or any other physical disability, self-propelled vehicles cannot be loaded onto or discharged from the ferry under their own power, and carrier finds it necessary to tow/push such vehicles onto or off of the vessel a service charge of \$25.00 off season & \$35.00 in season will be assessed for each service provided. (If towing/pushing is required both on and off the vessel the total charge will be \$50/70 respectively.)
- (e) When vehicles without propulsion unit are presented for shipment and this carrier must provide a tractor and driver to tow/push such vehicles on or off the vessel a service charge of \$25.00 off season & \$35.00 in season will be assessed for each service provided. (If towing/pushing is required both on and off the vessel the total charge will be \$50/70 respectively.)

The carrier will not accept non-self-propelled vehicles when loading of vessels will be unduly delayed, or when equipment is not available to load, and transport the vehicle safely. The services set forth above in sections (d) and (e) will only be provided after customer agrees in writing to assume all liability which may arise from the operation of motor vehicle by the employee, and to defend and indemnify S/S Authority for any claims arising there from.

- (f) When carrier is required or requested to perform accessorial services, not otherwise covered by this tariff, charges will be assessed for labor at the rate of \$21.50 per man per hour - minimum charge \$10.75 per man.

Rule 11. SECURITY NOTICE:

All customers and passengers, their vehicles, possessions, and cargo are subject to search and inspection at the discretion of the Steamship Authority.

Passengers and persons who refuse to submit to search and inspection will not be allowed to board.

The master of the vessel has the right to seize any item deemed as dangerous and detain any person possessing such item pending the arrival of law enforcement authorities.

SECTION 1.
PASSENGER VEHICLE RATES

Item No.		Between	
		WH & VH or OB	WH or HY & NT
100	<u>PASSENGER AUTOMOBILES</u>		
	Designed and equipped primarily for carriage of passengers not registered as a commercial vehicle. One way fare includes vehicle and load, if any. Driver not included.		
(A)	<u>Under 17' in Length and Not Over 6'6" in Height:</u>		
	Jan 1 - Mar 31	43.50	140.00
	Apr 1 - Oct 31	68.50	200.00
	Nov 1 - Dec 31	43.50	140.00
	One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	12.50	37.50
(B)	<u>Under 17' in Length and Over 6'6" in Height:</u>		
	Jan 1 - Mar 31	43.50	140.00
	Apr 1 - Oct 31	68.50	200.00
	Nov 1 - Dec 31	43.50	140.00
	One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	12.50	37.50
(C)	<u>17' But Less than 20' in Length and Not Over 6'6" in Height:</u>		
	Jan 1 - Mar 31	53.50	160.00
	Apr 1 - Oct 31	78.50	225.00
	Nov 1 - Dec 31	53.50	160.00
	One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	12.50	37.50
(D)	<u>17' But Less than 20' in Length and Over 6'6" in Height:</u>		
	Jan 1 - Mar 31	53.50	160.00
	Apr 1 - Oct 31	78.50	225.00
	Nov 1 - Dec 31	53.50	160.00
	One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	12.50	37.50
(E)	10-Trip Ticket Book	610.00	N/A
	6-Trip Ticket Book	N/A	1,020.00
	6-Trip Ticket Book with no expiration date	N/A	1,200.00

NOTE: Discounted 10-Trip and 6-Trip Ticket Books will be sold daily and the coupons therein will be valid for transportation subject to the following conditions:

Route
Martha's Vineyard
Nantucket

Usage/Refund Limits
One Year from Date of Issue
Two Years from Date of Issue

Ticket Book will be restricted to passenger automobile(s) whose registration number(s) has been electronically recorded at the time of issuance. A maximum of two (2) registration numbers may be used. Automobiles must have common ownership. Passenger vehicles over 20' in length using 10-trip book must pay surcharge of \$5.00 each way between WH & VH or OB and \$10.00 each way between WH or HY and NT. One-way charge for extended load beyond front or rear bumper, for those using 10-trip books, is \$12.50 each way between WH & VH or OB and \$37.50 each way between WH or HY & NT. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

SECTION 1. (Continued)
PASSENGER VEHICLE RATES

Item No.	Between	
	WH & VH or OB	WH or HY & NT
101 <u>PASSENGER AUTOMOBILES - OFF PEAK TRIPS ONLY</u>		
Designed and equipped primarily for carriage of passengers not registered as a commercial vehicle. One way fare includes vehicle and load, if any. Driver not included.		
(A) <u>Under 17' in Length and Not Over 6'6" in Height:</u>		
Jan 1 - Mar 31	N/A	79.00
Apr 1 - Oct 31	N/A	109.00
Nov 1 - Dec 31	N/A	79.00
One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	N/A	37.50
(B) <u>Under 17' in Length and Over 6'6" in Height:</u>		
Jan 1 - Mar 31	N/A	79.00
Apr 1 - Oct 31	N/A	109.00
Nov 1 - Dec 31	N/A	79.00
One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	N/A	37.50
(C) <u>17' But Less than 20' in Length and Not Over 6'6" in Height:</u>		
Jan 1 - Mar 31	N/A	79.00
Apr 1 - Oct 31	N/A	109.00
Nov 1 - Dec 31	N/A	79.00
One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	N/A	37.50
(D) <u>17' But Less than 20' in Length and Over 6'6" in Height:</u>		
Jan 1 - Mar 31	N/A	79.00
Apr 1 - Oct 31	N/A	109.00
Nov 1 - Dec 31	N/A	79.00
One way charge for extended load beyond front or rear bumper. Applies only to those vehicles whose overall length (including extension) exceeds 17'	N/A	37.50

NOTE: Discounted rate is available only on specified off-peak trips and is only available to reserve up to the day before sailing. Reservation changes to discounted vehicle ticket will be allowed on a space available basis and may be subject to fare change. Discounted vehicle ticket can be used on an earlier trip on the same day, provided it is on a space available basis only and shall have no priority over other stand-by vehicles. Restrictions may apply.

SECTION 1. (Continued)
PASSENGER VEHICLE RATES

Item No.	Between	
	WH & VH or OB	WH or HY & NT
102 <u>AMBULANCES</u>		
Round trip fare includes driver and passengers. No additional charge for excess length.		
(A) <u>Under 20' in Length and Not Over 6'6" in Height:</u>		
Jan 1 - Mar 31	107.00	320.00
Apr 1 - Oct 31	157.00	450.00
Nov 1 - Dec 31	107.00	320.00
(B) <u>Under 20' in Length and Over 6'6" in Height:</u>		
Jan 1 - Mar 31	107.00	320.00
Apr 1 - Oct 31	157.00	450.00
Nov 1 - Dec 31	107.00	320.00
(C) <u>20' But Less than 25' in Length and Not Over 6'6" in Height:</u>		
Jan 1 - Mar 31	174.00	353.00
Apr 1 - Oct 31	211.00	494.00
Nov 1 - Dec 31	174.00	353.00
(D) <u>20' But Less than 25' in Length and Over 6'6" in Height:</u>		
Jan 1 - Mar 31	174.00	353.00
Apr 1 - Oct 31	211.00	494.00
Nov 1 - Dec 31	174.00	353.00
103 <u>HEARSEs</u>		
Round trip fare includes driver and corpse. No additional charge for excess length.		
(A) <u>Under 17' in Length and Not Over 6'6" in Height:</u>		
Jan 1 - Mar 31	78.50	225.00
Apr 1 - Oct 31	78.50	225.00
Nov 1 - Dec 31	78.50	225.00
(B) <u>Under 17' in Length and Over 6'6" in Height:</u>		
Jan 1 - Mar 31	78.50	225.00
Apr 1 - Oct 31	78.50	225.00
Nov 1 - Dec 31	78.50	225.00
(C) <u>17' But Less than 20' in Length and Not Over 6'6" in Height:</u>		
Jan 1 - Mar 31	78.50	225.00
Apr 1 - Oct 31	78.50	225.00
Nov 1 - Dec 31	78.50	225.00
(D) <u>17' But Less than 20' in Length and Over 6'6" in Height:</u>		
Jan 1 - Mar 31	78.50	225.00
Apr 1 - Oct 31	78.50	225.00
Nov 1 - Dec 31	78.50	225.00

SECTION 1. (Continued)
PASSENGER VEHICLE RATES

Item No.		Between	
		WH & VH or OB	WH or HY & NT
105	<u>BUSSES</u>		
(A)	General (Rates include driver for common carrier busses; driver and escort for tour busses).		
	Jan 1 - Mar 31		
	Less than 20'	71.00	172.50
	20' but less than 30'	117.00	217.50
	30' but less than 40'	160.00	307.00
	40' and over	198.50	354.00
	Apr 1 - Oct 31		
	Less than 20'	98.00	237.00
	20' but less than 30'	134.50	284.00
	30' but less than 40'	160.00	307.00
	40' and over	198.50	354.00
	Nov 1 - Dec 31		
	Less than 20'	71.00	172.50
	20' but less than 30'	117.00	217.50
	30' but less than 40'	160.00	307.00
	40' and over	198.50	354.00
(B)	<u>SCHOOL BUSSES</u>		
	Jan 1 - Mar 31		
	Less than 20'	53.50	160.00
	20' but less than 30'	92.50	177.50
	30' but less than 40'	129.00	277.50
	40' and over	157.00	319.00
	Apr 1 - Oct 31		
	Less than 20'	78.50	225.00
	20' but less than 30'	111.50	263.00
	30' but less than 40'	129.00	277.50
	40' and over	157.00	319.00
	Nov 1 - Dec 31		
	Less than 20'	53.50	160.00
	20' but less than 30'	92.50	177.50
	30' but less than 40'	129.00	277.50
	40' and over	157.00	319.00

SECTION 1. (Continued)
PASSENGER VEHICLE RATES

Item No.		Between	
		WH & VH or OB	WH or HY & NT
110	<u>CAMPING VEHICLES</u>		
	Campers, including truck-mounted campers, and mobile homes with built-in provisions for sleeping and cooking facilities. Rates are one way and do not include driver or passengers.		
	Jan 1 - Mar 31		
	Less than 20' (See Note 1)	53.50	160.00
	20' but less than 30'	87.00	186.50
	30' but less than 40'	139.50	289.50
	40' and over	174.50	335.50
	Apr 1 - Oct 31		
	Less than 20' (See Note 1)	78.50	225.00
	20' but less than 30'	105.50	267.50
	30' but less than 40'	139.50	289.50
	40' and over	174.50	335.50
	Nov 1 - Dec 31		
	Less than 20' (See Note 1)	53.50	160.00
	20' but less than 30'	87.00	186.50
	30' but less than 40'	139.50	289.50
	40' and over	174.50	335.50

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

115 MOTORCYCLES

Rates are one way and do not include driver or passengers

(A) Without Side Car or Trailer

Jan 1 - Mar 31	17.00	51.00
Apr 1 - Oct 31	26.00	67.50
Nov 1 - Dec 31	17.00	51.00

(B) With Side Car or Trailer

Jan 1 - Mar 31	24.50	76.00
Apr 1 - Oct 31	35.00	95.00
Nov 1 - Dec 31	24.50	76.00

(C) Three Wheeled Trikes Without Side Car or Trailer

Jan 1 - Mar 31	21.75	70.00
Apr 1 - Oct 31	34.25	100.00
Nov 1 - Dec 31	21.75	70.00

(D) Three Wheeled Trikes With Side Car or Trailer

Jan 1 - Mar 31	43.50	140.00
Apr 1 - Oct 31	68.50	200.00
Nov 1 - Dec 31	43.50	140.00

SECTION 1. (Continued)
PASSENGER VEHICLE RATES

Item No.	Between	
	WH & VH or OB	WH or HY & NT
120 <u>MOPEDS</u>		
Rates are one way and do not include driver or passengers		
Jan 1 - Mar 31	10.00	32.00
Apr 1 - Oct 31	15.00	43.00
Nov 1 - Dec 31	10.00	32.00
124 <u>BICYCLES, SURF BOARDS, WIND/SURFERS</u>		
Jan 1 - Mar 31	4.00	7.00
Apr 1 - Oct 31	4.00	7.00
Nov 1 - Dec 31	4.00	7.00
<u>NOTE:</u> Must be accompanied by owner possessing ticket.		
125 <u>TANDEM BICYCLES AND BICYCLES WITH TRAILERS</u>		
Jan 1 - Mar 31	8.00	14.00
Apr 1 - Oct 31	8.00	14.00
Nov 1 - Dec 31	8.00	14.00
<u>NOTE:</u> Must be accompanied by owner possessing ticket.		
126 <u>GOLF CARTS</u>		
Rates are one way and do not include driver or passengers		
Jan 1 - Mar 31	21.75	70.00
Apr 1 - Oct 31	34.25	100.00
Nov 1 - Dec 31	21.75	70.00

NOTE 1: One way motorcycle tickets are valid for travel for up to 365 days from date of purchase.

SECTION 1. (Continued)
PASSENGER VEHICLE RATES

Item No.		Between	
		WH & VH or OB	WH or HY & NT
130	<u>LIVERY VEHICLES</u>		
	Designed and equipped primarily for carriage of passengers, registered as commercial or livery vehicle. Rates are one way and do not include driver or passengers.		
	Jan 1 - Mar 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	87.00	176.50
	25' but less than 30'	114.50	188.00
	30' but less than 35'	139.50	276.00
	35' but less than 40'	154.50	292.00
	40' but less than 45'	174.00	319.50
	45' but less than 50'	198.00	337.50
	Apr 1 - Oct 31		
	Less than 17' (See Note 1)	68.50	200.00
	17' but less than 20'	78.50	225.00
	20' but less than 25'	105.50	247.00
	25' but less than 30'	127.00	263.00
	30' but less than 35'	139.50	276.00
	35' but less than 40'	154.50	292.00
	40' but less than 45'	174.00	319.50
	45' but less than 50'	198.00	337.50
	Nov 1 - Dec 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	87.00	176.50
	25' but less than 30'	114.50	188.00
	30' but less than 35'	139.50	276.00
	35' but less than 40'	154.50	292.00
	40' but less than 45'	174.00	319.50
	45' but less than 50'	198.00	337.50

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

NOTE 2: Vehicles which are wider than 8'6" (excluding mirrors) shall pay double the fare applicable to its length.

SECTION 2
TRUCK, TRAILER AND OTHER COMMERCIAL VEHICLE RATES

Item No.		Between	
		WH & VH or OB	WH or HY & NT
200	<u>COMMERCIAL VEHICLES</u>		
	(Including Trucks, Pickups, Panel Vans, Tractor Trailers and Truck/Trailer combinations in which the trailer is connected by a disk, hook or ring hitch, registered as a commercial vehicle). One way fare includes vehicle and load, if any. Driver not included.		
	Jan 1 - Mar 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	87.00	176.50
	25' but less than 30'	114.50	188.00
	30' but less than 35'	139.50	276.00
	35' but less than 40'	154.50	292.00
	40' but less than 45'	174.00	319.50
	45' but less than 50'	198.00	337.50
	50' but less than 55'	217.50	374.50
	55' but less than 60'	240.00	412.00
	60' but less than 65'	259.50	449.50
	65' but less than 70'	280.00	487.00
	70' and over (per foot)	4.32	7.50
	Apr 1 - Oct 31		
	Less than 17' (See Note 1)	68.50	200.00
	17' but less than 20'	78.50	225.00
	20' but less than 25'	105.50	247.00
	25' but less than 30'	127.00	263.00
	30' but less than 35'	139.50	276.00
	35' but less than 40'	154.50	292.00
	40' but less than 45'	174.00	319.50
	45' but less than 50'	198.00	337.50
	50' but less than 55'	217.50	374.50
	55' but less than 60'	240.00	412.00
	60' but less than 65'	259.50	449.50
	65' but less than 70'	280.00	487.00
	70' and over (per foot)	4.32	7.50
	Nov 1 - Dec 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	87.00	176.50
	25' but less than 30'	114.50	188.00
	30' but less than 35'	139.50	276.00
	35' but less than 40'	154.50	292.00
	40' but less than 45'	174.00	319.50
	45' but less than 50'	198.00	337.50
	50' but less than 55'	217.50	374.50
	55' but less than 60'	240.00	412.00
	60' but less than 65'	259.50	449.50
	65' but less than 70'	280.00	487.00
	70' and over (per foot)	4.32	7.50

Continued on Page 17 NOTE 1: and NOTE 2:

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

NOTE 2: Vehicles which are wider than 8'6" (excluding mirrors) shall pay double the fare applicable to its length.

FRESH FRUITS AND VEGETABLES (INCLUDING CRANBERRIES)
FRESH FISH, SHELLFISH (SHUCKED OR IN SHELL)

Trucks carrying fresh island produced fruits and vegetables (including cranberries), fresh fish and shellfish from the islands shall pay 50% of the fare applicable to its length, but no less than the rate for a commercial vehicle under 20' in length. A minimum of 500 lbs. of fresh island produced fruits and vegetables (including cranberries), fresh fish or shellfish must be transported to qualify for this reduced fare. This rate will apply in both directions unless the truck is also carrying freight to the islands in which case the full rate would apply to that portion of the round trip.

SOLID WASTE, RECYCLABLE MATERIALS

Trucks carrying solid waste or recyclable materials from the islands shall pay 75% of the fare applicable to its length, but no less than the rate for a commercial vehicle under 20' in length. Effective July 1, 2010 this rate will apply to the off-island portion of travel only. All returns to the islands must pay applicable fare whether carrying freight or returning empty.

In order to qualify for this rate, all shipments would be required to meet the following terms and conditions:

- (a) Shipments must be authorized in writing by the sponsor of a town/county recognized refuse or recycling program.
- (b) Shipments shall be properly contained and covered so as to prevent spillage/leakage and minimize odors.
- (c) Shipper shall provide a driver who must remain with the vehicle at all times.
- (d) Shipper shall be responsible for any and all clean-up or wash down charges associated with any accidental spillage or leakage.
- (e) Shipments shall be carried on freight boats only.
- (f) Shipper's reservations may be restricted or consolidated, at the sole discretion of the S/S Authority, to certain times of travel in order to minimize any inconvenience to the general public or other full-fare paying shippers.

HAZARDOUS MATERIALS

Trucks carrying hazardous materials shall pay a 50% surcharge in addition to the standard rate applicable to its length unless the truck is permitted to be transported on a passenger-carrying vessel. See Title 49, Chapter 1, Subchapter C, of the Code of Federal Regulations, for requirements of the U.S. Department of Transportation governing the transportation of hazardous materials.

ONE WAY RATES FOR TRUCKS CARRYING FISH AND CRANBERRIES

Item No.		Between	
		WH & VH or OB	WH or HY & NT
201	Jan 1 - Mar 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	53.50	160.00
	25' but less than 30'	57.25	160.00
	30' but less than 35'	69.75	160.00
	35' but less than 40'	77.25	160.00
	40' but less than 45'	87.00	160.00
	45' but less than 50'	99.00	168.75
	50' but less than 55'	108.75	187.25
	55' but less than 60'	120.00	206.00
	60' but less than 65'	129.75	224.75
	65' but less than 70'	140.00	243.50
	70' and over (per foot)	2.16	3.75
	Apr 1 - Oct 31		
	Less than 17' (See Note 1)	68.50	200.00
	17' but less than 20'	78.50	225.00
	20' but less than 25'	78.50	225.00
	25' but less than 30'	78.50	225.00
	30' but less than 35'	78.50	225.00
	35' but less than 40'	78.50	225.00
	40' but less than 45'	87.00	225.00
	45' but less than 50'	99.00	225.00
	50' but less than 55'	108.75	225.00
	55' but less than 60'	120.00	225.00
	60' but less than 65'	129.75	225.00
	65' but less than 70'	140.00	243.50
	70' and over (per foot)	2.16	3.75
	Nov 1 - Dec 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	53.50	160.00
	25' but less than 30'	57.25	160.00
	30' but less than 35'	69.75	160.00
	35' but less than 40'	77.25	160.00
	40' but less than 45'	87.00	160.00
	45' but less than 50'	99.00	168.75
	50' but less than 55'	108.75	187.25
	55' but less than 60'	120.00	206.00
	60' but less than 65'	129.75	224.75
	65' but less than 70'	140.00	243.50
	70' and over (per foot)	2.16	3.75

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

NOTE 2: Vehicles which are wider than 8'6" (excluding mirrors) shall pay double the fare applicable to its length.

ONE WAY RATES FOR TRUCKS CARRYING SOLID WASTE

Item No.		Between	
		WH & VH or OB	WH or HY & NT
202	Jan 1 - Mar 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	87.00	160.00
	25' but less than 30'	114.50	160.00
	30' but less than 35'	139.50	207.00
	35' but less than 40'	154.50	219.00
	40' but less than 45'	174.00	239.75
	45' but less than 50'	198.00	253.25
	50' but less than 55'	217.50	281.00
	55' but less than 60'	240.00	309.00
	60' but less than 65'	259.50	337.25
	65' but less than 70'	280.00	365.25
	70' and over (per foot)	4.32	5.63
	Apr 1 - Oct 31		
	Less than 17' (See Note 1)	68.50	200.00
	17' but less than 20'	78.50	225.00
	20' but less than 25'	105.50	225.00
	25' but less than 30'	127.00	225.00
	30' but less than 35'	139.50	225.00
	35' but less than 40'	154.50	225.00
	40' but less than 45'	174.00	239.75
	45' but less than 50'	198.00	253.25
	50' but less than 55'	217.50	281.00
	55' but less than 60'	240.00	309.00
	60' but less than 65'	259.50	337.25
	65' but less than 70'	280.00	365.25
	70' and over (per foot)	4.32	5.63
	Nov 1 - Dec 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	87.00	160.00
	25' but less than 30'	114.50	160.00
	30' but less than 35'	139.50	207.00
	35' but less than 40'	154.50	219.00
	40' but less than 45'	174.00	239.75
	45' but less than 50'	198.00	253.25
	50' but less than 55'	217.50	281.00
	55' but less than 60'	240.00	309.00
	60' but less than 65'	259.50	337.25
	65' but less than 70'	280.00	365.25
	70' and over (per foot)	4.32	5.63

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

NOTE 2: Vehicles which are wider than 8'6" (excluding mirrors) shall pay double the fare applicable to its length.

NOTE 3: Effective July 1, 2010 above rates are applicable to off-island portion of travel only.

ONE WAY RATES FOR TRUCKS CARRYING HAZARDOUS MATERIALS

Item No.		Between	
		WH & VH or OB	WH or HY & NT
203	Jan 1 - Mar 31		
	Less than 17' (See Note 1)	65.25	210.00
	17' but less than 20'	80.25	240.00
	20' but less than 25'	130.50	264.75
	25' but less than 30'	171.75	282.00
	30' but less than 35'	209.25	414.00
	35' but less than 40'	231.75	438.00
	40' but less than 45'	261.00	479.25
	45' but less than 50'	297.00	506.25
	50' but less than 55'	326.25	561.75
	55' but less than 60'	360.00	618.00
	60' but less than 65'	389.25	674.25
	65' but less than 70'	420.00	730.50
	70' and over (per foot)	6.48	11.25
	Apr 1 - Oct 31		
	Less than 17' (See Note 1)	102.75	300.00
	17' but less than 20'	117.75	337.50
	20' but less than 25'	158.25	370.50
	25' but less than 30'	190.50	394.50
	30' but less than 35'	209.25	414.00
	35' but less than 40'	231.75	438.00
	40' but less than 45'	261.00	479.25
	45' but less than 50'	297.00	506.25
	50' but less than 55'	326.25	561.75
	55' but less than 60'	360.00	618.00
	60' but less than 65'	389.25	674.25
	65' but less than 70'	420.00	730.50
	70' and over (per foot)	6.48	11.25
	Nov 1 - Dec 31		
	Less than 17' (See Note 1)	65.25	210.00
	17' but less than 20'	80.25	240.00
	20' but less than 25'	130.50	264.75
	25' but less than 30'	171.75	282.00
	30' but less than 35'	209.25	414.00
	35' but less than 40'	231.75	438.00
	40' but less than 45'	261.00	479.25
	45' but less than 50'	297.00	506.25
	50' but less than 55'	326.25	561.75
	55' but less than 60'	360.00	618.00
	60' but less than 65'	389.25	674.25
	65' but less than 70'	420.00	730.50
	70' and over (per foot)	6.48	11.25

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

NOTE 2: Vehicles which are wider than 8'6" (excluding mirrors) shall pay double the fare applicable to its length.

ONE WAY RATES FOR TRUCKS CARRYING RECYCLABLE MATERIALS

Item No.		Between	
		WH & VH or OB	WH or HY & NT
204	Jan 1 - Mar 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	65.25	160.00
	25' but less than 30'	86.00	160.00
	30' but less than 35'	104.75	207.00
	35' but less than 40'	116.00	219.00
	40' but less than 45'	130.50	239.75
	45' but less than 50'	148.50	253.25
	50' but less than 55'	163.25	281.00
	55' but less than 60'	180.00	309.00
	60' but less than 65'	194.75	337.25
	65' but less than 70'	210.00	365.25
	70' and over (per foot)	3.24	5.63
	Apr 1 - Oct 31		
	Less than 17' (See Note 1)	68.50	200.00
	17' but less than 20'	78.50	225.00
	20' but less than 25'	79.25	225.00
	25' but less than 30'	95.25	225.00
	30' but less than 35'	104.75	225.00
	35' but less than 40'	116.00	225.00
	40' but less than 45'	130.50	239.75
	45' but less than 50'	148.50	253.25
	50' but less than 55'	163.25	281.00
	55' but less than 60'	180.00	309.00
	60' but less than 65'	194.75	337.25
	65' but less than 70'	210.00	365.25
	70' and over (per foot)	3.24	5.63
	Nov 1 - Dec 31		
	Less than 17' (See Note 1)	43.50	140.00
	17' but less than 20'	53.50	160.00
	20' but less than 25'	65.25	160.00
	25' but less than 30'	86.00	160.00
	30' but less than 35'	104.75	207.00
	35' but less than 40'	116.00	219.00
	40' but less than 45'	130.50	239.75
	45' but less than 50'	148.50	253.25
	50' but less than 55'	163.25	281.00
	55' but less than 60'	180.00	309.00
	60' but less than 65'	194.75	337.25
	65' but less than 70'	210.00	365.25
	70' and over (per foot)	3.24	5.63

NOTE 1: Vehicles under 20' in overall length shall pay a one-way charge for extended load beyond front or rear bumper of \$12.50 each way between Woods Hole and Vineyard Haven or Oak Bluffs and \$37.50 each way between Woods Hole or Hyannis and Nantucket. Applies only to those vehicles whose overall length (including extension) exceeds 17'.

NOTE 2: Vehicles which are wider than 8'6" (excluding mirrors) shall pay double the fare applicable to its length.

NOTE 3: Effective July 1, 2010 above rates are applicable to off-island portion of travel only.

SECTION 2. (Continued)
TRUCK, TRAILER AND OTHER COMMERCIAL VEHICLE RATES

Item No.	Between	
	WH & VH or OB	WH or HY & NT
205 <u>TRAILERS</u>		
(Towed by ball hitch.) See Item No. 200 for trailers towed by disc, hook or ring hitch. Rates are one way		
Jan 1 - Mar 31		
Less than 20'	53.50	160.00
20' but less than 30'	87.00	184.00
30' but less than 40'	139.50	289.50
40' and over	174.50	335.50
Apr 1 - Oct 31		
Less than 20'	78.50	225.00
20' but less than 30'	105.50	267.50
30' but less than 40'	139.50	289.50
40' and over	174.50	335.50
Nov 1 - Dec 31		
Less than 20'	53.50	160.00
20' but less than 30'	87.00	184.00
30' but less than 40'	139.50	289.50
40' and over	174.50	335.50

Trailers which are wider than 8'6" shall pay double the fare applicable to its length.

Car and trailers or truck and trailers which are wider than 8'6" shall pay double the fare applicable for its entire length.

The total fare for a truck and trailer towed by ball hitch shall not exceed the applicable commercial vehicle fare for the same combined length as the truck and trailer.

The total fare for a car and trailer towed by ball hitch shall not exceed the applicable commercial vehicle fare for the same combined length as the car and trailer.